
CITY OF SAN DIMAS

GENERAL PLAN

City of San Dimas • Department of Community Development
245 E. Bonita Avenue • San Dimas, California 91773
P.O. Box 307 • Telephone: 714/599-6713

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I.
INTRODUCTION
General Plan

City of San Dimas



I.
INTRODUCTION

City of San Dimas

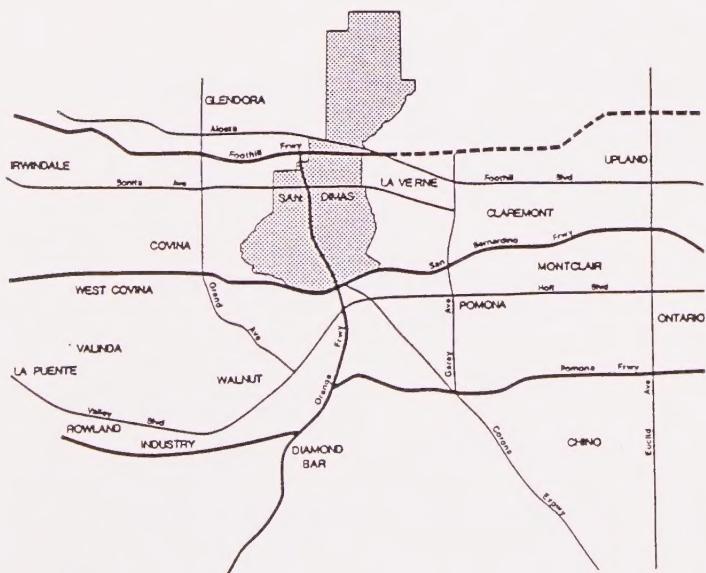
General Plan



REGIONAL SETTING

The City of San Dimas is approximately 15 square miles in area with a present population of 32,000 people. It is located in the eastern portion of the San Gabriel Mountains in Los Angeles County and is about 25 miles from Los Angeles. Access to the City is provided by the Foothill Freeway (Interstate 210), the San Bernardino Freeway (Interstate 10), and the Orange Freeway (57). Rail service is provided by the Atchison, Topeka, and Santa Fe Railroad, and the Southern Pacific Railroad. International air service is available at Ontario International Airport, approximately 20 miles east of San Dimas. Recreational and small airplane travel is available at Brackett Airfield which is located just outside of the City limits and adjacent to Frank G. Bonelli County Regional Park. (Refer to Figure I-1).

LOCAL SETTING



The City has a rich history that goes back into the nineteenth century. The area of San Dimas was a part of a larger land grant of the Rancho San Jose. The area provided a rich grassland for grazing and lands for agriculture. The City has retained the rural flavor of its historic roots in its older residential areas and in the downtown core. The City was incorporated on August 4, 1960 as a general law City.

The City provides both manufacturing and non-manufacturing employment opportunities for its residents. The leading types of manufactured goods include: ceramics, hardware, leather products, computer test ware, candy,

cereals, and petroleum gases. Non-manufacturing employment opportunities are primarily skilled office jobs in data processing, county services, city services, equipment research, water utility, and skilled health care in general hospital facilities.

The climate is Mediterranean or dry subtropical. The average mean temperature is 62.7 degrees. The average mean rainfall is 18.3 inches per year with the majority occurring from November to April.

The northern and southern boundaries of the City are distinguished by large open space holdings in the Angeles National Forest and the Frank G. Bonelli County Regional Park—San Jose Hills. Way Hill located approximately in the middle of the City is a local landmark visible from the surrounding neighborhoods and the Foothill and Orange Freeways. The rolling topography is an important aspect of the rural feeling of the City.

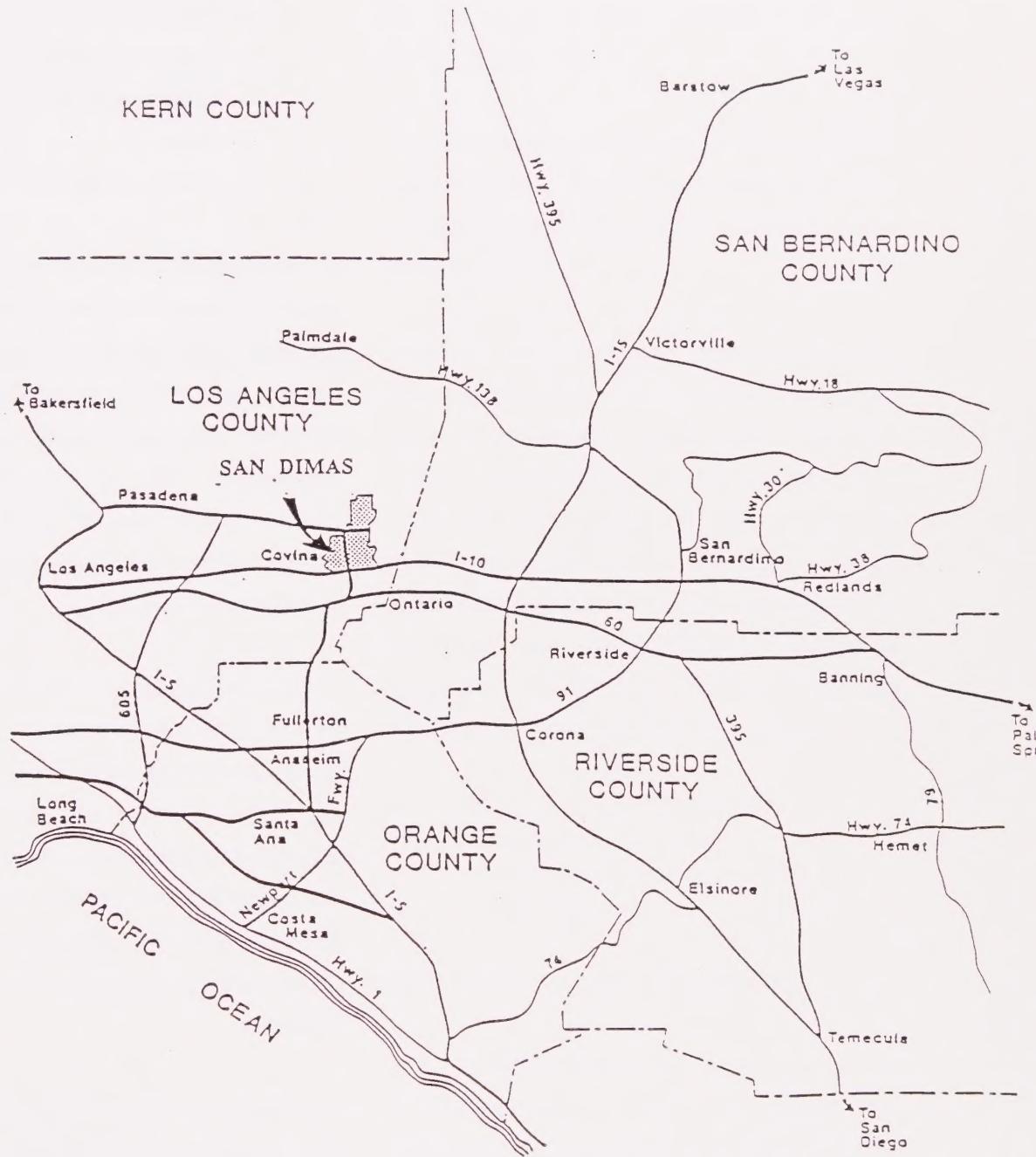
GENERAL PLAN STATUS

A full General Plan was last adopted by the City in 1974. At that time, the General Plan was organized into the following elements:

- Land Use & Planned Residential Development
- Housing
- Circulation
- Environmental Resources Management



GENERAL PLAN



NORTH



NOT TO SCALE

EXHIBIT I-1

REGIONAL LOCATION MAP

- Conservation
- Open Space
- Recreation
- Scenic Highway
- Community Design
- Noise
- Public & Seismic Safety

Since adoption of the current General Plan 16 years ago, there have been several revisions to State planning law. For instance, state housing law was substantially amended in 1980 and set forth new data requirements and policy considerations. The housing element requirements were revised in 1984 to include an analysis of the need for emergency shelter and transitional housing.

Other revisions in the 1980's have affected the Seismic and Safety Elements. Revisions to the State planning law, enacted in 1984, combined the Safety Element and the Seismic Safety Element into a single document to be known as the Safety Element, which contains generally the same kind of information that was formerly included in the two previous individual elements.

Legislative guidelines regarding the preparation of a Noise Element also were amended. The primary change concerns the methodology for developing noise contours. The most recent legislation permits the use of either noise monitoring or approved methods of noise modeling in preparing noise contours. (These

methodologies have been incorporated into the new Noise Element contained in this updated General Plan.)

Another change pertains to the Scenic Highways Element. This element previously was a mandatory component of a General Plan and now is optional.

COMMUNITY PARTICIPATION

State law requires citizen participation in the planning process. Recognizing the importance of organized citizen input, the City Council approved a Citizen Participation Program and vigorously worked to include community views and goals. The City Council established a General Plan Advisory Committee (GPAC) as part of the Citizen Participation Program. Additional components of the Community Participation Program included:

- Neighborhood Workshops
- Executive Interviews
- Community Attitude Survey
- Public Hearings

General Plan Advisory Committee

The GPAC consisted of representatives of various recognized community groups that have an interest in the future of the City. The GPAC planning process involved the following major steps from November 1988 to April 1990.

1. Review of a report on preliminary baseline conditions, including an analysis of already development areas

existing data for each General Plan Element.

2. Identification of potential areas for annexation.
3. Detailed review, evaluation and consensus on 15 areas of existing development or potential in-fill development and reinvestment in the City where issues existed as to the appropriate land use designation.
4. Discussion on the major alternative land use concepts for the City areas, including the hillside area.
5. Review of input received at the neighborhood workshops and from the Community Attitude Survey.
6. Evaluation and comment on draft elements of the General Plan in a subcommittee structure and committee as a whole.
7. Consideration of the Environmental Impact Report (EIR) for the General Plan Update.

The City wishes to thank the GPAC members for their efforts and commend them for their contribution to the City's planning process.

Executive Interviews

Early in the planning process, a series of interviews with community leaders were conducted. The purpose of the interviews was to obtain views on the current General Plan; development trends; and discuss issues that should be addressed as part of the General Plan Update. The issues identified through the executive interview process were discussed with the GPAC.

Community Attitude Survey

The Community Attitude Survey formed an important component of the Community Participation Program. In 1989 , the survey was distributed to residents within the City of San Dimas in order to elicit responses regarding the General Plan and other related issues. The results of the survey were used to assist the GPAC in developing priorities and formulating goals and policies.

The survey contained 58 questions that addressed city-wide goals, land use and a urban design, housing, economy, services and community demographic profile. Residents identified San Dimas as an attractive community with a small city or rural atmosphere. The issues identified through the Community Attitude Survey are addressed within the various General Plan elements, and the goals expressed by the residents were considered in the formulation of general plan policies. The survey questions together with a tabular summary of the results are contained in the Technical Appendix.

Neighborhood Workshops

In the early fall of 1989 a series of four City-wide General Plan community workshops were held. The community workshops were held in the three major geographical areas of San Dimas, and the fourth workshop was an open

workshop to discuss City-wide General Plan issues, they include:

- Northern portion of the City;
- Central portion of the City;
- Southern portion of the City; and
- Open workshop to discuss City-wide issues

The northern, central and southern workshops primarily discussed issues specific to their neighborhoods. City-wide issues were also discussed in these workshops, but the open workshop was specifically devoted to deal with City-wide issues.

In all of the community workshops, an overview of the issues identified by the executive interviews, community attitude survey and the GPAC was presented. The majority of the workshop was devoted to community discussion and input regarding the identified 15 issue areas regarding the identified 15 issue areas (see Exhibit I-2). All workshop participants were provided with a short questionnaire for them to communicate additional ideas and concerns.

Public Hearings

The General Plan draft has been discussed in two joint study sessions with the City Council, Planning Commission, and GPAC.

Public hearings were jointly held with the Planning Commission and City Council.

ISSUE AREAS

LEGEND

CITY LIMITS LINE

ISSUES AREA LINE

1. FOOTHILLS DEVELOPMENT
2. FOOTHILL BOULEVARD
3. COMPLETE (30) FREEWAY
4. DOWNTOWN CORE AREA
5. SOUTHEAST CORNER OF LONEHILL AVE. AND GLADSTONE ST.
6. ARROW HIGHWAY/ BONITA AVENUE/ FOOTHILL FREEWAY
7. MOBILE HOME PARKS
8. RETIREMENT DEVELOPMENT (RANCHO PARK)
9. WALNUT CREEK
10. BONELLI PARK
11. OFFICE/ COMMERCIAL DEVELOPMENT SITES
12. COMPLETION OF SPECIFIC PLAN AREA#5
13. ANNEXATION ISSUES- EXISTING LOS ANGELES COUNTY JURISDICTION
14. WAY HILL RESIDENTIAL/EQUESTRIAN
15. RESIDENTIAL/EQUESTRIAN

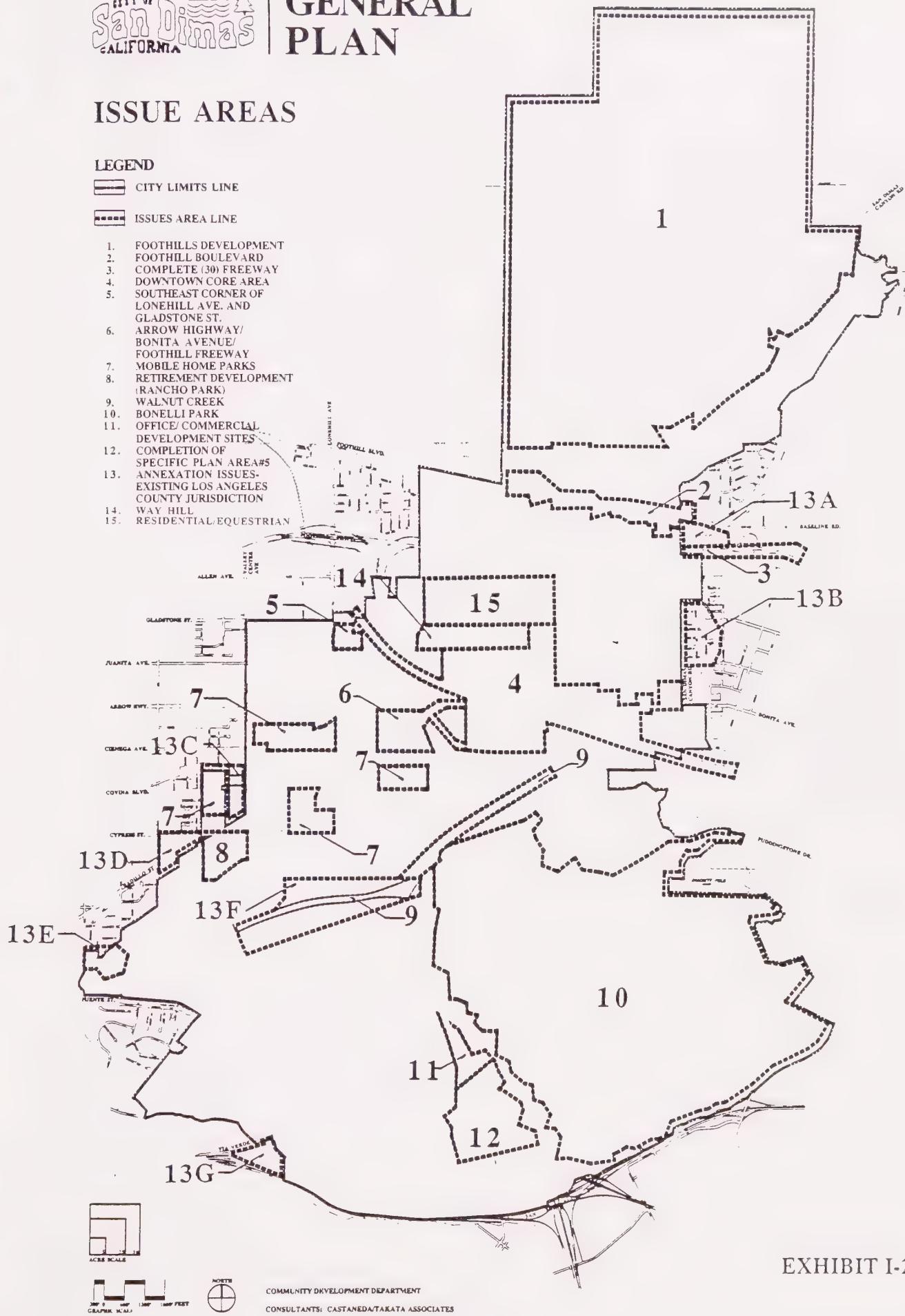


EXHIBIT I-2

The General Plan is available at the library and available for purchase at City Hall.

ENVIRONMENTAL IMPACT REPORT

In accordance with the California Environmental Quality Act (Pub. Res. Code Section 21000 et seq), a draft Environmental Impact Report (EIR) addressing the environmental effects associated with the draft General Plan Update, including mitigation measures and alternatives, was prepared and circulated to local, regional and State agencies and to the public for review and comment. The final EIR was certified by the City Council prior to adopting the General Plan Update.

CONTENT AND ORGANIZATION OF THE GENERAL PLAN UPDATE

California State law requires that all cities and counties have a long-range plan for their physical development. An updated general plan must contain environmental, planning and development policies for the following, as appropriate:

- 1. Land Use Element.** This element designates the general distribution, location, and extent of the uses of land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses.

2. **Circulation Element.** This element identifies the general location and extent of existing and proposed major roads, highways, trails, railroad and transit routes, terminals, and other local public utilities and public facilities.
3. **Housing Element.** This element identifies existing and projected housing needs and establishes goals, policies, objectives and programs for the preservation, improvement, and development of housing to meet the needs of all economic segments of the community.
4. **Open Space Element.** This element details plans and measures for the preservation of open space for natural resources, for the managed production of resources, for outdoor recreation, and for public health and safety.
5. **Conservation Element.** This element provides for the conservation, development, and use of natural resources, such as water, forests, soils, air, rivers, lakes, harbors, fisheries, wildlife, and minerals.
6. **Safety Element.** This element establishes standards and plans for the protection of the community from crime, fires, geologic and seismic hazards, and provides for emergency preparedness.
7. **Noise Element.** This element examines noise sources yielding information to be used in setting land use policies for compatible uses and for developing and enforcing a local noise ordinance.

Structure and Organization of Each Element

Each element is organized into a series of categories. These categories contain the following topics: Introduction, Findings, Development Policies, and Implementation Measures. The description of what these topics mean are as follows:

- 1. Introduction.** The introduction provides a synopsis of the planning requirements for each element based on the Government Code and General Plan Guidelines prepared by the State Office of Planning and Research.
- 2. Findings.** A detailed list of research findings is the second part of each element. For most elements, the findings are based upon the data collected for the General Plan which is included in the document's Technical Appendix.
- 3. Development Policies.** State law mandates that the General Plan must contain a "statement of development policies consisting of a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals". (Government Code Section 65302) each element in the General Plan Update, thus contains a section describing the development policies relevant to that element.
- 4. Implementation Measures.** Once a local government has adopted its General Plan, local officials must implement it. A General Plan implementation program is a coordinated set of specific measures and actions that the local government intends to use in carrying out the policies of the General Plan.

Local governments have a range of tools to implement their general plans. Most tools for implementing the general plan derive from local government's corporate and police powers, such as: construction of streets, acquisition and development of parks, zoning, subdivision regulations, school dedication requirements, code enforcement, environmental and design review procedures and redevelopment.

Each General Plan element concludes with a discussion of implementation measures. Again, the OPR Guidelines provide a useful definition:

“An implementation measure is an action, procedure, program or technique that carries out the general plan development policies. For example: “The City shall adopt a specific plan for the downtown shopping district.”

By comparison to policies, implementation measures are “to do” items that convey specific mission to be accomplished within a definite time-table.

Definitions of Key Terms

According to the General Plan Guidelines, prepared by the State Office of Planning and Research (OPR), a development policy is a general plan statement that guides action. It should include goals, objectives, principles,

policies, plan proposals and standards. No matter how these terms are defined in a General Plan, it is important that they be used consistently and that the terms, taken together, range from the general to the specific. Although useful definitions of these terms are suggested by the State, the City in this General Plan has defined the development policies.

A goal is a direction setter. It is a general expression of community values and is an ideal future end, condition or state related to the public health, safety and general welfare towards which planning and implementation measures are directed.

An objective is a specific end, condition, or state that is an intermediate step towards obtaining a goal. An objective should be achievable and when possible, measurable and time specific.

A policy is a specific statement that guides decision making. It indicates a clear commitment of the City Council.

A plan proposal is a description of how development policies affect an area, often expressed in a form of general plan, diagram or map.

An implementation measure is an action, procedure program or technique that carries out the general plan, development policies. These implementation measures are "to do" items that convey specific missions to be accomplished within a defined time table.

GENERAL PLAN AMENDMENT PROCESS

Introduction

The General Plan is a dynamic document that merits periodic updating and revision. On a less frequent basis, the General Plan can be amended with respect to technical information, findings, policies, and diagrams. The State planning law has established guidance to the Amendment process which is implemented at the local government level. The City of San Dimas has set forth specific procedures for amendments of the General Plan.

Property owners, interest groups, residents, business interests, and individuals may request that the General Plan be amended. The General Plan amendment requests must be in the form of an official City of San Dimas application which requires various submittal information including, but not limited to, the following:

- A. Nature of Amendment;
(Location and proposed change.)
- B. Section (s) of the General Plan affected; and, (The applicant should read through the General Plan and discuss what specific elements and sections would be directly affected in terms of the proposed change.)
- C. Reasons for the Proposed Amendment

Evaluation Procedure

In order to maintain an organized and efficient General Plan Amendment procedure, there shall be two established cycles of General Plan review. These cycles shall be as follows:

- Cycle 1: February; and
- Cycle 2: August.

Requests to amend the General Plan shall be initiated by a pre-application. All pre-applications for General Plan amendments received during the year shall be deemed incomplete pending review during the closest General Plan review cycle. The review cycle shall begin at the first of the above months. The staff shall process all pre-applications received prior to the first of the review cycle month. All General Plan amendment pre-applications received would then be evaluated at the end of the review cycle by the City Council. The pre-applications shall be submitted with a fee as determined by City Council resolution.

The purpose of the General Plan review is to determine if the General Plan needs to be amended pursuant to the pre-applications received. In determining whether or not the General Plan amendment pre-application should be considered, the City Council will evaluate the proposal pursuant to the information on the following page.

1. Does the proposed amendment conform to the goals, objectives, and policies of the General Plan? and,
2. Are there changed conditions to warrant the amendment?

The pre-applications on file with the Department of Community Development would be scheduled for presentation before the City Council during each review cycle. The presentation would include the amendment pre-application containing the nature of the amendment request and other pre-application requirements; a staff analysis of the amendment pre-application in terms of the required findings of the City Council; and, preparation of a written report.

Based upon this information, the City Council will decide whether or not to initiate the General Plan amendment process for one or more of the requested amendments.

Amendment Procedure

Pursuant to the General Plan Amendment Evaluation Procedure, those pre-applications deemed appropriate for consideration by the City Council shall begin the Amendment Process. This process is as follows:

1. The application shall be notified that the City Council will consider their General Plan Amendment pre-application;

2. The applicant shall submit a formal General Plan Amendment Application with necessary supplemental information and appropriate fees as determined by City Council resolution;
3. The applicant shall be notified as to materials and information necessary to complete their application, if necessary;
4. The General Plan Amendment application shall be scheduled for environmental analysis pursuant to the City's environmental review procedure and CEQA; and
5. Staff shall prepare the appropriate reports and analysis on the proposed General Plan Amendment an anticipation of the required public hearings.

II.
LAND USE ELEMENT

City of San Dimas

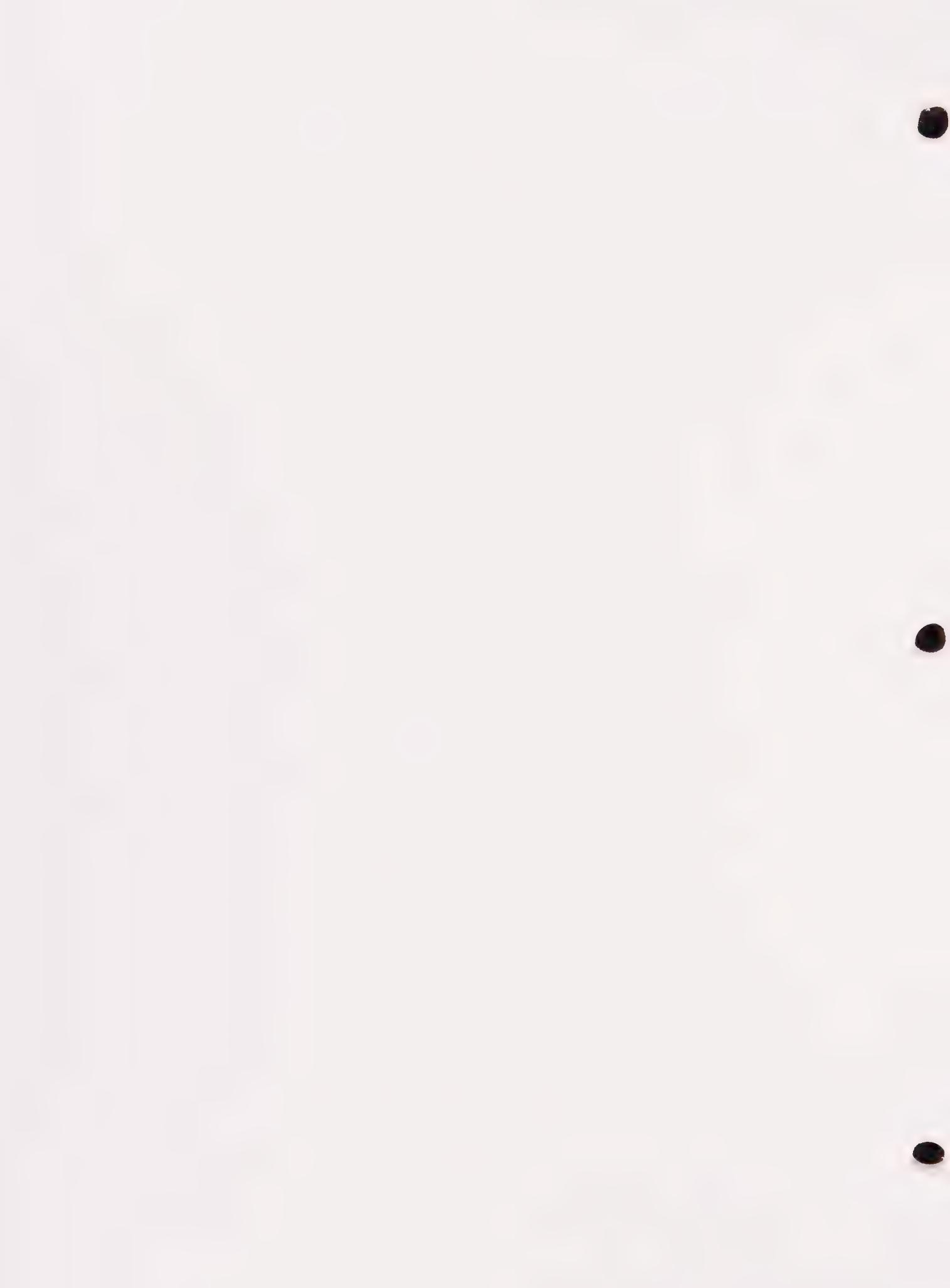
General Plan



II.
LAND USE ELEMENT

City of San Dimas

General Plan



INTRODUCTION

According to the State Office of Planning and Research, the land use element has the broadest scope of the seven mandatory elements. In theory, it plays the central role of correlating all land use issues into a set of coherent development policies. Its goals, objectives, policies, and programs relate directly to the other elements. In practice, it is the most visible and often used element in the local general plan. Although all general plan elements carry equal weight, the land use element is often perceived as being most representative of the “the general plan.”

The intent of the Land Use Element is to establish a pattern for compatible land uses which reflect existing conditions, approved land use, open space areas, and to guide future development. By law, the element must set clear standards for the “density of population” and the “intensity of development” for each proposed land use category. The Land Use Element, which has the broadest scope of the seven required elements, provides a composite discussion of the issues which are addressed in the other elements through text, diagrams and a land use map. This element is organized as follows:

- Findings
- Development Policies
- Land Use Definitions and Intensity
- Land Use and Zoning Consistency Matrix
- Relation to Other General Plan Elements

FINDINGS

The following findings summarize land use conditions and issues. These have been identified through community attitude survey, interviews, review of existing documents, community workshops, and work sessions with the General Plan Advisory Committee (GPAC). These findings form the basis for this element's goals, objectives, plan proposals, and implementation measures.

- General Plan Development Potentials and Opportunities;
- Community Design;
- Historic Preservation;
- Community Services; and
- Regional Plans.

These findings form the basis for the goals, objectives, plan proposals, and implementation of land use policy.

General Plan Development Potentials and Opportunities

This sub-section summarizes the Land Use findings by category. They include:

- Current Land Use
- Residential
- Commercial
- Neighborhood Commercial
- Administrative Professional
- Light Industrial
- Public/Semi-Public
- Open Space
- Vacant Land and Underutilized Sites
- Redevelopment
- Specific Plans
- Transit Nodes

Current Land Use Overview

The City encompasses approximately 9,270 acres of land. Almost half, or 42% is contained in permanent open space as a part of the Angeles National Forest and County Regional Parks.

There is a significant parcel of unincorporated Los Angeles County land that includes the Pacific Coast Baptist Bible College property and adjacent residential area to the west. This parcel is approximately 276 acres. With this parcel the total acreage of the City is approximately 9,546 acres.

San Dimas' current land use conditions are presented in terms of single family and multi-family residential, commercial, administrative/professional, light industrial, public/semi-public, vacant, and open space categories.

Residential

Residential land use in San Dimas encompasses the largest single land use category. There are approximately 3217 acres devoted to single family residential uses and 217 acres devoted to multi-family uses. This represents 37 % of the current total acreage of the City.

The issues and opportunities for residential development are discussed in the following categories:

- Residential density
- Town core residential (MF-D area)
- Hillside residential development
- Equestrian/large estate development
- Mobile Homes

Residential Densities:

After analysis of the residential densities in the City, it became apparent that an adjustment to the density categories would be required to facilitate better development within the City. Greater flexibility, especially in the low to moderate residential density categories, would be required to responsibly meet the future development needs.

Town Core Residential (MF-D):

The Town Core Residential area is basically the area north of Bonita, First Street north to Fifth Street, and west of San Dimas Avenue. These are areas currently identified in the zoning map as MF-D (Multiple Family Duplex). These areas have been of concern in regards to the determination of proper density and development of second units. The issues regarding the MF-D areas focused on the development of second units on small lots, and the ability to maintain the older historic identity of some of these residences. Various options are presented in the implementation section, ranging from unrestrictive development of second units to maintaining a single family residential neighborhood.

Hillside Residential Development:

The community-wide meetings, the community attitude survey, and the General Plan Advisory Committee (GPAC) all indicated a strong desire to maintain the rural atmosphere of the City of San Dimas. The undeveloped hillsides of San Dimas were mentioned as a major element that contributes to this image. There is an opportunity to maintain these hillsides, especially in the northern portions of the City, and still have reasonable residential development occurring there.

Equestrian/Residential Development:

The concept of equestrian/residential development was given support by the GPAC. This area basically is the area north of Gladstone Street and south of the 30 Freeway. If this area is properly planned, it would enhance the City's rural image. Specific lot sizes and a comprehensive circulation plan would be required to mitigate the issues in this area.

Mobile Homes:

Mobile homes in the City of San Dimas are a major affordable housing resource. There was strong support to preserve mobile homes as affordable housing stock, and to foster ownership opportunities for renters of mobile homes. There are opportunities to upgrade some

mobile home parks, especially the edge conditions visible from the public right-of-way where proper landscaping and screening would be required to visually improve the neighborhood.

Commercial

A retail analysis in the City of San Dimas was undertaken by, an economic and financial consulting firm. Their findings are summarized in the following categories:

- Demand for Neighborhood Shopping Space in San Dimas
- Existing Inventory of Neighborhood Shopping Space
- Net Demand for New Neighborhood Shopping Space
- Assessment of Puddingstone Shopping Center and Canyon Center
- Overview of Strip Commercial Re-Use Potential

Demand for Neighborhood Shopping Space in San Dimas:

In projecting demand for retail space in San Dimas, neighborhood projects, community retail, and free-standing retail space were analyzed. Based on industry standard sales

per square foot requirements, the projected demand for retail space in San Dimas for the following categories of use are as follows:

- Apparel
- General Merchandise
- Drug
- Food
- Package Liquor
- Eating & Drinking
 - Fast Food
 - Dinner Restaurants
- Home Furnishings & Appliances
- Building Materials & Farm Implements
- Other Retail

Typically, retail projects are not built solely on the basis of maintaining healthy sales per square foot figures; rather, availability of land and funds are often more important considerations for a developer. Consequently, retail space developed in an area can often exceed market demand projects by 40%. The space gets leased, and the primary ones impacted by low sales per square foot are the tenants. Listed below are the resulting square footage figures for 1990 and 1994, referred to as "Market" and "Development":

<u>Type of Location</u>	Market		Development	
	<u>1990</u>	<u>1994</u>	<u>1990</u>	<u>1994</u>
Community	311,071	363,023	435,499	508,232
Neighborhood	253,052	294,042	354,273	411,659
<u>Freestanding</u>	<u>238,875</u>	<u>283,991</u>	<u>334,425</u>	<u>397,587</u>
TOTAL:	802,998	941,056	1,124,197	1,317,478

Source: EDCON, May 1990

Table II-1 Commercial Market & Development Analysis

Existing Inventory of Neighborhood Shopping Space in San Dimas:

There are nine (9) neighborhood shopping complexes in San Dimas, encompassing 1,321,816 square feet of land (30 acres). The gross leasable area (GLA) of building space thereon is 308,350 square feet. The occupied space is roughly 80% of the total, or 246,680 square feet. In reality, however, the new San Dimas Plaza project functions as both a neighborhood and community project. It has a Ralph's supermarket, for example, which is typical of major neighborhood centers. The San Dimas Plaza project encompasses 1,046,237 square feet of land (24 acres). The gross leasable area thereon is 219,425 square feet. The vacancy rate is about 10%, or 21,943. The occupied space is approximately 197,482 square feet. If this is added to the occupied neighborhood space of 246,680 square feet, the combined total is 444,162 square feet.

Net Demand for New Neighborhood Shopping Space:

The inventory figures exceed the "Market" demand levels for both 1990 and 1994; also exceeded are the "Development" levels. On a "big picture" basis there is an oversupply of neighborhood retail space in San Dimas, and this condition will remain through the mid-1990's. Depending on the perspective taken, whether discussing "Market" absorption levels, or "Development" levels, the oversupply ranges from 191,110 square feet in 1990 to 32,503 square feet in 1994.

Assessment of Puddingstone Shopping Center and San Dimas Canyon Center:

Puddingstone Shopping Center occupies a 5.3 acre parcel of property, fronting on Bonita Avenue and across the street from City Hall. There is 55,500 square feet of gross leasable area in the center. Occupants include a market and a drug store. Included in the building space totals are separate buildings housing Winchell's and Taco Bell.

San Dimas Canyon Center incorporates a 8.4 acre site. The gross leasable area is 84,400 square feet. Roughly 20,000 square feet of the space is vacant. One of the major tenants is a movie theater.

Both of these centers are not needed for neighborhood retail purposes. The Puddingstone Center is more centrally located, and has some of the right retail mixes. The buildings need a face lift, however. The study recommended that San Dimas Canyon should not be redeveloped as a neighborhood center. If all of the site is to remain commercial, then, a major single-user like K-Mart should be contacted for possible occupancy. Another option would be to reduce the amount of commercial space to one (1) or two (2) acres near the corner of Bonita and San Dimas Canyon, with the remainder of the site developed as multiple-family residential.

Overview of Downtown and Strip Commercial Re-use Potential:

A part of the San Dimas character is the downtown uses along Bonita Avenue, in the Frontier Village. While attractive visually, and appealing from a character perspective, these types of theme developments are difficult to make work. One needs to provide smaller store spaces, and be willing to have an ongoing rental program underway. The critical mass is important: What is the purpose of the area; then, who are the tenants that will help promote that theme? In other areas of the community such as Foothill Boulevard, redevelopment of strip commercial should concentrate on office use. With the development of major areas in the community like the San Dimas Corporate Center, demand for smaller office spaces also increase.

Neighborhood Commercial

The City has debated the appropriateness of smaller neighborhood commercial establishments, “Mom & Pop shops”, to service the existing neighborhoods within the City of San Dimas. There is strong support to maintain these existing neighborhood facilities, within walking distance, in existing neighborhoods to provide small goods and services to the nearby residents.

Administrative/Professional

The City has approximately 39 acres of administrative/professional land uses. These parcels are spread throughout the City and not concentrated in any one area.

There was confirmation by the community workshops and the GPAC that administrative/professional uses would be appropriate for the Foothill Boulevard corridor, thereby upgrading the general image of this area. These administrative/professional uses would also be quite appropriate within the expanded Civic Center area.

Light Industrial

There are approximately 287 acres of light industrial land uses in the City. These light industrial uses are located adjacent to the Foothill Freeway corridor along Cienega Avenue, Arrow Highway, and Allen Avenue.

Many of these industrial uses are in close proximity to the Southern Pacific Railroad and Atchison, Topeka and Santa Fe Railroad (A.T. & S.F.) lines.

The City has a number of very good examples of light industrial or business parks. These facilities are clean and non-polluting, creating a high-quality environment with landscaping and good architectural features. The most recent example is the Lone Hill Business Park on Lone Hill, south of Gladstone (Specific Plan 18). Opportunities for new Business Park and Industrial include Specific Plan 24 and Specific Plan 23. Specific Plan 24, south of Gladstone, east of Lone Hill, and west of the Foothill Freeway, is one of the remaining areas suitable for a business park. This site has good access and would be compatible with the adjacent uses. Specific Plan 23 consists of three parcels adjacent to downtown and the railroad. It is planned for light industrial, which would buffer the low to medium residential uses to the north from the railroad. The Specific Plan calls for stringent guidelines for parking, landscaping, time of use, and height restrictions.

Public/Semi-Public Uses

This category includes all publicly owned lands, such as City buildings, churches, senior centers, and public schools.

Major opportunities in the public/semi-public areas include:

- Joint use and joint development opportunities with the school districts for parklands; and
- Expansion of the Civic Center uses easterly to form a Civic Center Complex.

Park/School Facilities:

The joint use and joint development potentials with the school districts offers a major opportunity for the City to offer additional park and recreation services without purchasing additional land, and utilizing land that would ordinarily not be used during the non-school hours. A detailed analysis of parks and school facilities are found in the Open Space Element.

Open Space

This category includes all City and County parks, Los Angeles County Flood Control lands, United States Forest Service lands, and golf courses. There are approximately 3776 acres of open space. Of this amount, there are 177 acres of City parks, 1280 acres of Angeles National Forest, and 1756 acres of two Regional County Parks and the remainder in natural open space.

Vacant Lands and Underutilized Sites

Exhibit II-1 shows the locations of the current vacant and potential infill sites.



GENERAL PLAN

INFILL & VACANT PARCEL

LEGEND

- CITY LIMITS LINE
- VACANT
- ▨ INFILL

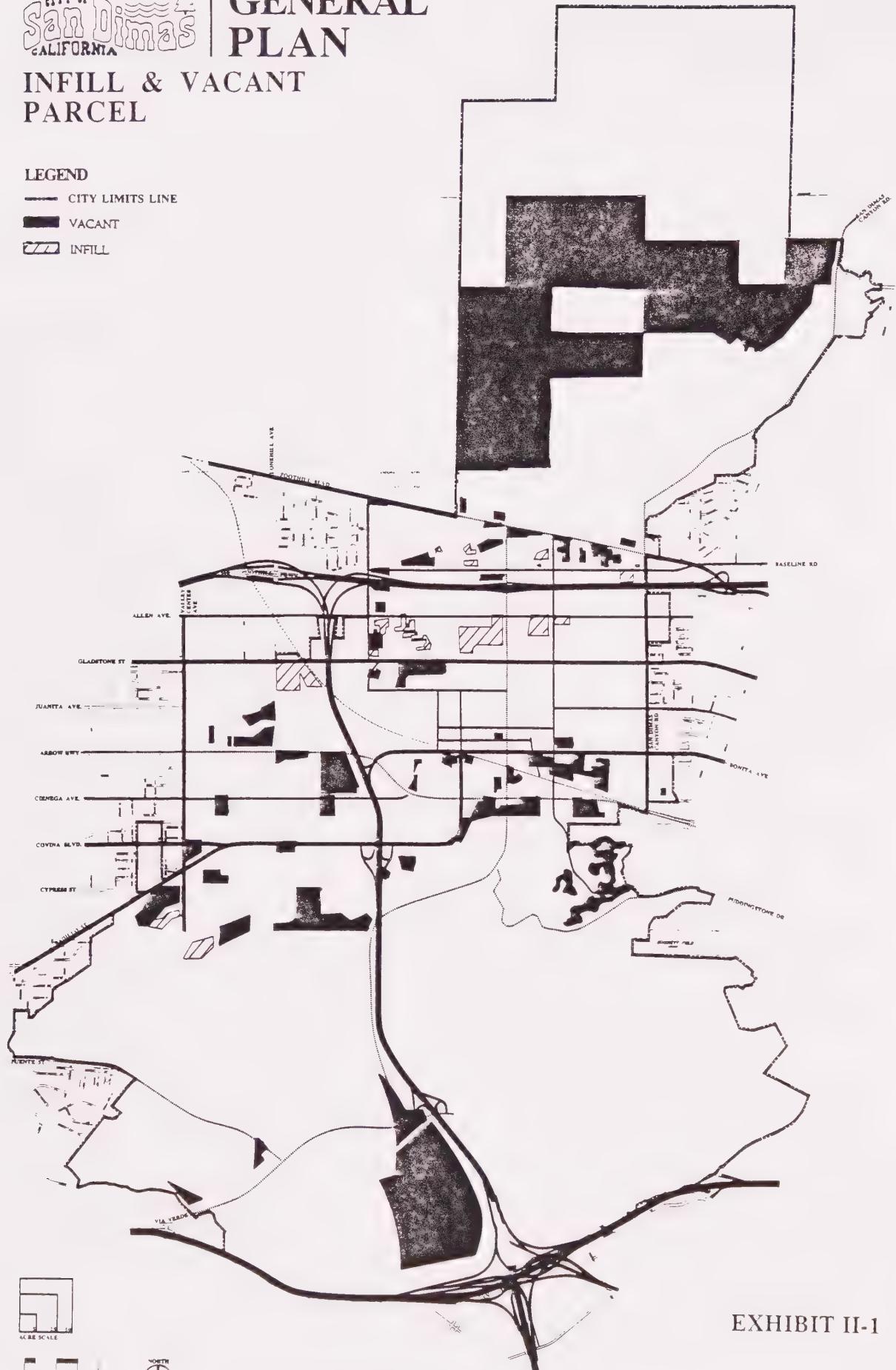


EXHIBIT II-1



GRAPHIC SCALE
100' 200' 300' 400' FEET



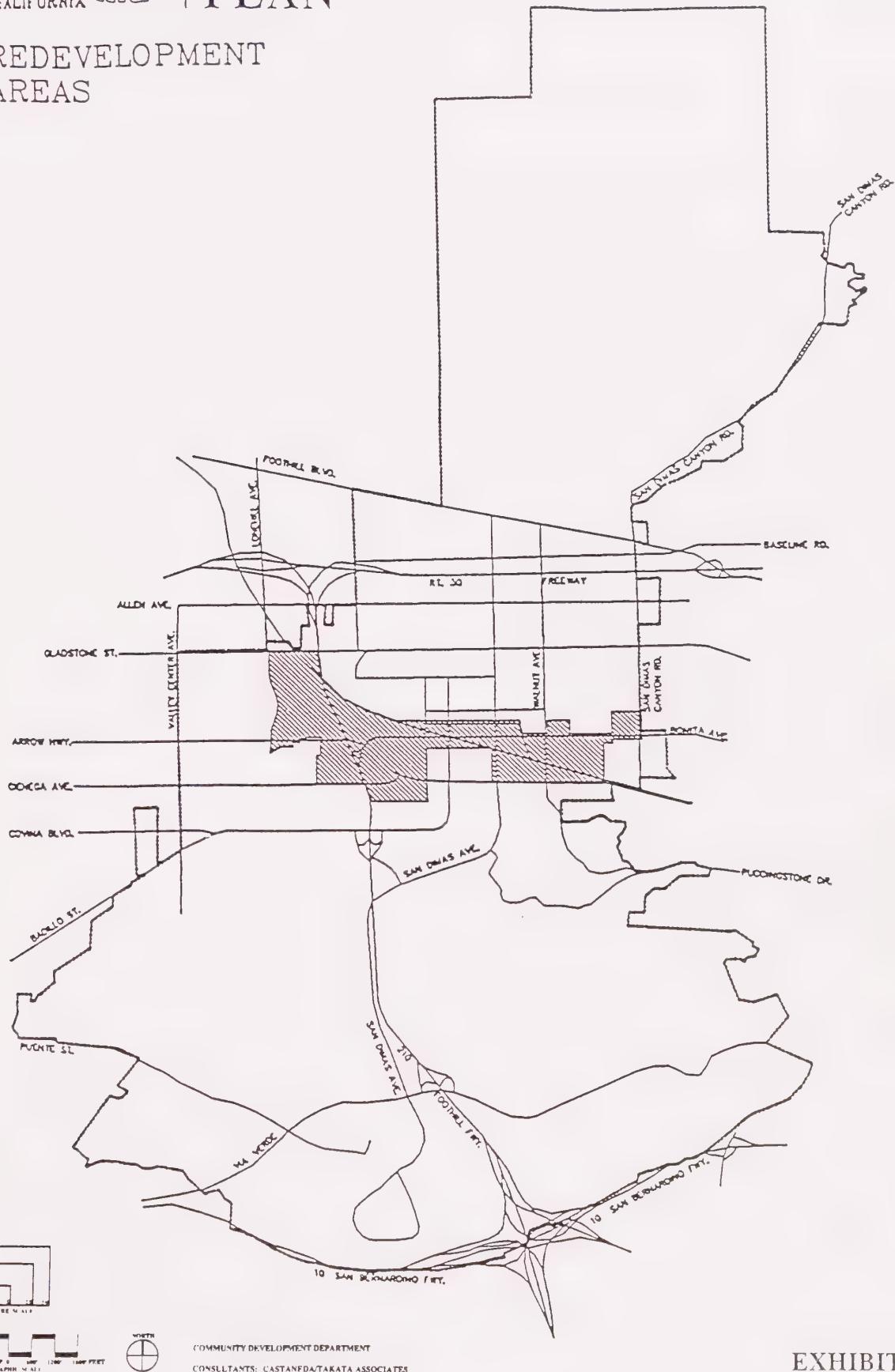
COMMUNITY DEVELOPMENT DEPARTMENT

CONSULTANTS: CASTANEDA/TAKATA ASSOCIATES



GENERAL PLAN

REDEVELOPMENT AREAS



As part of updating the Land Use Element, a general survey of vacant and underutilized land was completed by City staff in January 1990. Exhibit II-1 shows the general location of all the sites included in the survey. Altogether, there were 62 vacant sites and 18 underutilized sites. There are almost 1,574 vacant acres in the City. More than one-half of the vacant acreage is designated as single family residential. The January 1990 survey indicates that there were slightly more than 70 underutilized acres with about one-half designated for single family residential uses.

Redevelopment

The City has one redevelopment project area. As illustrated in Exhibit II-2. This area incorporates several specific plans and zoning categories. The largest category within the project area is the creative growth zone which has four subareas. The redevelopment area includes two commercial shopping areas, Downtown, specific plan areas for a business park and light industrial uses. Within the redevelopment area, the City has designated zones for "Creative Growth". The purpose of the Creative Growth zone is to promote amenities beyond those expected under conventional planning and development through commitment to an architectural theme of "Early California Village." These areas are depicted in Exhibit II-2:

- Creative Growth Area 1 - Regional Commercial,

- Creative Growth Area 2 - Frontier Village,
- Creative Growth Area 3 - General Commercial, and
- Creative Growth Area 4 - Commercial/Light Industrial.

Creative Growth Area 1 - Regional Commercial is bounded by the Foothill Freeway Corridor to the west, the railroad tracks to the north, Eucla Avenue to the east, Cienega Avenue to the south, and includes the intersection of Arrow Highway and Bonita Avenue. This area had been the focus of major redevelopment activity in the 1980s.

Creative Growth Area 2 - Frontier Village is bounded by Eucla Avenue on the west, the residential neighborhoods to the north and south, and Walnut Avenue to the east. Area 2 - Frontier Village also includes the historic downtown area. In the 1970's, this area underwent facade improvements and upgrade utilizing the "Frontier Village Theme". Additional improvements are necessary to improve the rear facades and upgrade the Puddingstone Shopping Center area.

Creative Growth Area 3 - General Commercial is located along San Dimas Avenue between the Atchison Topeka and Santa Fe Railroad line and the Southern Pacific Railroad line.

Creative Growth Area 4 - Commercial/Light Industrial is located south of Cienega Avenue and Arrow Highway just east of the Foothill Freeway.

Specific Plans

The City has adopted 23 Specific Plans that provide planning for areas of residential, commercial, and industrial land uses throughout the City. These Specific Plans and their status are summarized in Table II-2.

Transit Nodes

In response to the Los Angeles County Transportation Commission's (LACTC) Commuter Rail Program, the City has identified 7 candidate transit stops on the A.T. & S.F. Railroad and Southern Pacific Railroad. The coordinator transit stops include:

1. Lemon Packing House
2. Arrow Highway, east of Stanley ACME
3. Rimpau site
4. Site south of Arrow Highway, west of Cataract Avenue
5. Site east of Cataract Avenue, adjacent to south side of the railroad
6. Specific Plan 24 at Lone Hill and Gladstone
7. Sites outside of San Dimas with shared facilities with the cities of La Verne and/or Glendora

TABLE II-2 SPECIFIC PLAN AREAS		Source: City of San Dimas, 3/9/91, 282:1	
SPECIFIC PLANS	AREA (acres)	ADOPTED	STATUS
Specific Plan #2 -Valley Ctr. (E), Lone Hill (W), & both sides of Arrow Hwy.	72 +/-	8/10/76	80% Construction Completed
Specific Plan #3 -Gladstone St. (N), Monte Vista Ave. (E), Fifth St. (S), & Amelia Ave. (W)	58 +/-	Rev. 1/18/83	60-70% Construction Completed
Specific Plan #4 -North of Walnut Creek Park	104 +/-	Rev. 1/18/83	75% Construction Completed
Specific Plan #5 -Via Verde (S) & 210 Fwy. (W)	115 +/-	Rev. 1/18/83	20-30% Construction Completed
Specific Plan #6 -210 Fwy. (E)	43 +/-	8/28/79	80% Construction Completed
Specific Plan #7 -Via Verde (S) & San Dimas (W)	142	2/12/85	75% Construction Completed
Specific Plan #8 -Between Cannon Ave. & Puddingstone Dr.	58 +/-	Rev. 1/18/83	40% Construction Completed
Specific Plan #9 -Foothill Blvd. (N)	28 +/-	1/27/81	95% Construction Completed
Specific Plan #10 -Walnut Ave. (E) & Allen Ave. (N)	30 +/-	Rev. 1/12/88	Under Construction
Specific Plan #11 -Via Verde (W), Puente St. (S) & Covina Hills Rd. (N)	262 +/-	5/24/83	90% Construction Completed
Specific Plan #12 -Along San Dimas Ave.	234 +/-	7/12/83	Construction Completed
Specific Plan #13 -Between Cypress, Badillo, & Valley Ctr. Dr.	3.7	7/12/83	Construction Completed
Specific Plan #15 -Via Verde (N), San Dimas Ave. (W) & Avenida Entrada (E)	59	2/28/84	Construction Completed
Specific Plan #16 -Cypress Ave. (N) & Valley Ctr. (W)	6	3/26/85	Construction Completed
Specific Plan #17 -NE corner San Dimas Ave. & Via Verde	5.7	7/1985	Plan Approved
Specific Plan #18 -NE corner Arrow Hwy. & Lone Hill	50	9/1985	Construction Completed
Specific Plan #20 -210 Fwy. (W), Arrow Hwy. (S), & Maimone Ave. extended (E)	20	5/27/87	Plan Approved
Specific Plan #21 -Cienega Ave. (S) & Lone Hill (W)	9.55	10/27/87	Under Construction
Specific Plan #22 -Baseline Rd. (N), Cataract Ave. (E), & Route 30 (S)	15 +/-	3/10/87	Under Construction
Specific Plan #23 Cataract to Euclid incl. M&E site	11	1990	
Specific Plan #24 Lonehill (E) and Gladstone (S)	25	9/1/90	
TOTAL ACRES	1351 +/-		

TABLE IV-2
SPECIFIC PLAN AREAS

Community Design

The City, over the years, has been preserving and promoting a rural atmosphere and image for San Dimas. This rural image was strongly supported by the community attitude survey respondents, community workshops, and the General Plan Advisory Committee. There are four themes which reinforce the City image, and they include:

- Early California
- Frontier Village
- Semi-rural Atmosphere
- City Entries

Early California Theme:



Typical bungalow craftsman architecture

The Early California Theme has been implemented in the town core of San Dimas Avenue between Bonita Avenue and Gladstone, and its major characteristics include:

- California Bungalow Craftsman and Queen Anne residential styles with wood-frame, post and beam construction with use of wood shingles and arroyo stone.

On Foothill Boulevard, the Early California style is represented by:

- Mission style stucco construction and red tile roof.
- Brick buildings with turn-of-the-century detailing and ornamentation.

Frontier Village Theme:

The Frontier Village Theme area is bounded by Eucla Avenue, Walnut Avenue and north and south residential neighborhoods, and is a major element in this downtown area. Many of the front facades of these buildings have been renovated to reflect the frontier theme. The community survey, the GPAC meetings, and community-wide meetings supported to continue this theme. Priority improvements for this area are to upgrade the rear facades and parking areas.

Semi-Rural Atmosphere:

There are various means to achieve a rural/semi-rural atmosphere. The City can control the density of housing to preserve open space and views to the hillsides and canyons; or preserve historical features that reflect San Dimas' agricultural heritage. The opportunities to reinforce this rural image include:

- The continued encouragement of equestrian residential uses.
- Preservation of the foothills and canyons through very low density residential development.
- Preservation of existing agricultural sites and structures, such as the packing house and a representative citrus grove.

City Entries:

City entries are gateways which reinforce the image of the City. These entries are recommended to be developed with unique landscaping and a City entry sign within medians or public property to create a sense of identity. There are numerous opportunities to provide these City entries within San Dimas; these opportunities include:

- Valley Center and Arrow Highway (existing)
- Via Verde and I-10 (existing)
- The area north and west of the City at Gladstone and Lone Hill
- Puddingstone Drive and City limits
- Foothill Boulevard at east and west city limits
- Foothill Boulevard at San Dimas Canyon Road
- Arrow Highway at San Dimas Canyon Road
- San Dimas Avenue at Highway 30
- Bonita at San Dimas Canyon Road
- Badillo Avenue at west city limits
- Cienega Avenue at west city limits
- Cypress Avenue at west city limits

Historical Preservation

The Historical Society has been actively documenting historic resources within the City. The Historical Society has identified a number of structures within the City that have both State and local significance.

The City has contracted with a historic consultant to develop a historical element of the general plan. The historic element will identify and document the significant resources within the City. These resources will include buildings and sites. The historic element will develop a set of goals, objectives, policies, and implementation plan to retain and preserve the City's historic resources. Agricultural heritage opportunities include the preservation of the packing house, farm structures, and a citrus grove.

Community Services

The City and other governmental agencies offer the citizens of San Dimas community services. These services are summarized in the paragraphs below, they include:

- Child Care
- Law Enforcement, Fire Protection
- Utilities, yards and substations
- Senior Citizens Services/Housing
- Hospitals
- Schools

Child Care:

The City of San Dimas completed a child care needs assessment in July 1989. The information obtained from the study, and supported by other sources, shows a clear need for an increase in available infant and school age child care. It also indicates a strong desire by parents to increase the quality of care. Affordability of quality care is another serious problem for resident, particularly single-parent families.

For the most part, parent households in San Dimas seem to be satisfied with their child care arrangements. The majority appear able to find and afford quality child care which adequately meets their needs. The main areas of concern seem to be increasing the level of quality, and increasing flexibility and convenience.

Other than parents who are caring for their children not by choice, dissatisfaction levels are highest with un-related care givers, especially when the care is at the caretaker's home. Day care homes (homes licensed to care for 6 to 12 children) and other unrelated care givers are a popular option for child care as they tend to be less expensive and more flexible with fees, hours and ages. Improving the quality and availability of these homes, and encouraging the licensing of homes providing child care would be a positive step toward increasing satisfaction levels.

Law Enforcement Fire Protection:

San Dimas contracts with the County of Los Angeles Sheriffs Department for law enforcement protection services. According to the Sheriffs Department, the crime rate in San Dimas is low compared to other jurisdictions in Los Angeles County. The substation serving the City is located at 122 North San Dimas Avenue. The staff consists of 52 persons, 49 of whom are sworn personnel. A volunteer rescue team consisting of 29 persons, also operates from this substation.

The current level of staffing is adequate to meet future needs except in the area of traffic enforcement. As regional traffic increases, additional officers may be needed for traffic enforcement.

The City is within the County of Los Angeles Fire District and is served by four stations. The present level of staffing and equipment is adequate to serve current and future fire protection needs. Fire protection and emergency services are discussed in the Safety Element.

Utilities, Yards, and Substations:

Exhibit II-3 depicts the location of various utility easements, substations, and City and County yards. These include:

- The Metropolitan Water District (MWD) Flood Control Easement

PUBLIC
FACILITIES

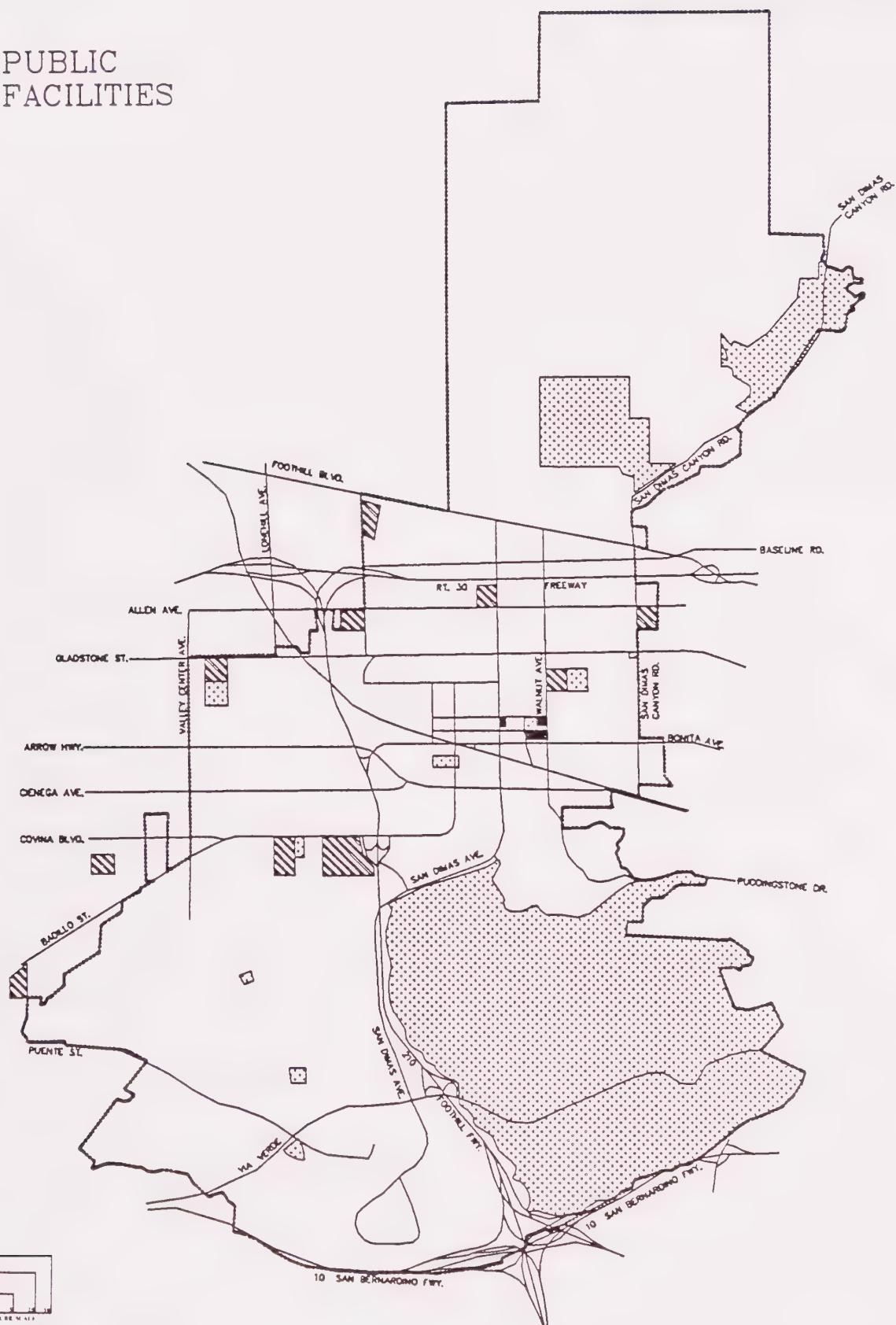


EXHIBIT II-3

- City Yard
- MWD Transmission Corridor

These uses are identified as public/semi-public categories in the General Plan. Some of these uses offer open space opportunities for trails and conservation of wildlife habitat and water recharge opportunities.

Senior Citizens Services/Housing:

There are two multi-purpose facilities which serve the City's senior population with meeting rooms and facilities. Currently a privately operated "Meals on Wheels" program is provided to seniors. In addition, the City partially funds a nutrition lunch program administered by the YWCA Intervale Senior Services Program. Currently, a nutrition lunch program is held at the Methodist Church. However, this operation will be relocated to the City of San Dimas senior/community center upon completion of the facility.

Senior Citizen housing is primarily provided by the private sector. The Housing Element of the General Plan discusses senior citizen housing in detail.

Hospitals:

Medical services are provided by the San Dimas Community Hospital. Additional private clinics include the Kaiser Clinic at Arrow Highway and Renelle Street, and the Houch Clinic at Foothill Boulevard west of San Dimas Avenue.

Schools:

The City of San Dimas is primarily served by the Bonita Unified School District. Smaller portions of the City are served by the Glendora Unified School District and Charter Oaks Unified School District. There are five elementary schools, one intermediate school, and one high school and continuation high school at the School District headquarters on San Dimas Avenue and Route 30 Freeway. The schools account for about 110 acres of land area. These schools are listed in Table II-3. San Dimas High School shares its athletic facilities with the community. The joint use of the Sportsplex and the City's swim and racquet club is a shared facility with the school district and the Human Services and Facilities Department.

Regional Plans

There are a number of issues that need to be resolved on a regional basis. There are adopted regional plans and policies which will affect the City of San Dimas. The City is required to participate or to comply with addressing these regional issues. A discussion of these adopted regional plans are summarized below:

- Jobs-Housing Balance
- Air Quality
- Solid Waste
- Hazardous Waste

Jobs-Housing Balance:

This land use planning topic has been considered in several ways; some of these relate to housing needs. For instance, State law requires cities to zone “sufficient vacant land for residential use... in relation to zoning for non-residential use...” (Government Code Section 76913.1Z). Moreover, the State housing element, as noted in this sub-section, also requires that population and employment projections be considered by cities in estimated housing need.

On the topic of jobs-housing balance, the State Department of Housing and Community Development has offered the following observations:

“Jobs-housing balance is an increasingly important concept to local planners, developers, employers, and residents. Generally, jobs-housing balance recognizes the desirability for housing type and availability to match housing need, using nearby or regional employment (i.e., number and type of jobs) as the determiner of need. It enters into discussions of commercial and industrial development, housing shortages, housing affordability, and local growth.

“As California cities grow, jobs-housing balance will become an even more important consideration in planning. City, county, regional, and State governments must work

together to achieve complementary, coordinated development which ensures safe, adequate, appropriate housing for all the state's workers."

In order to address the jobs-housing balance, the Southern California Association of Governments has prepared three interdependent plans to redirect growth in Ventura, Los Angeles, Orange, Riverside, San Bernardino and Imperial Counties to alleviate traffic congestion and reduce air pollution. The three interrelated plans are:

- Growth Management (GMP)
- Regional Mobility (RMP)
- Regional Housing Needs Assessment (RHNA)

The Growth Management Plan is the core of the three plans. Its assumptions regarding future growth are what drive the Regional Mobility Plan and Regional Housing Needs Assessment.

The main purpose of the Growth Management plan is to identify ways of altering land use patterns in the region in order to improve the jobs/housing balance.

The main purpose of the Regional Mobility Plan, whose preparation was mandated by the State, is to identify specific methods of improving circulation in the region. See Section III, Circulation Element for a discussion on specific Transportation System Management (TSM) and Transportation Demand Management (TDM) methods.

Finally, the Regional Housing Needs Assessment uses population forecasts from the Growth Management Plan to estimate regional needs for affordable housing and recommends dwelling unit targets for each jurisdiction in order to distribute this housing more evenly throughout the region.

*SCAG: Southern California Association
of Governments*

Ideally, a jobs-housing balance is to be reached by the year 2010 at the sub-region level in Southern California. San Dimas is located in the East San Gabriel Valley sub-region, one of 24 sub-regions identified by SCAG. Although the jobs-housing balance rises from 1.03 to 1.10, the sub-region remains housing rich.

The City of San Dimas has the responsibility to address these housing issues. They are discussed in detail in Section IV -- Housing Element.

Air Quality

*SCAQMD: South Coast Air Quality
Management District*

The Air Quality Management Plan (AQMP) was prepared by SCAG with the cooperation and assistance of the SCAQMD. The AQMP addresses the issues of growth and transportation to achieve attainment of the federal clean air standards by the year 2007. The AQMP emphasizes demand management measures, or mobility goals, to reduce the amount of vehicle trips and miles traveled. The AQMP envisions that the measures implemented to reach the mobility goals will in turn directly affect the future air quality.

The AQMP proposes to attain federal clean air standards by the year 2007 by accomplishing a series of actions within three time period divisions. These time period divisions are called "Tiers".

Each section of the AQMP contains detailed policies on programs to reduce emissions into the air. The plan programs are to be implemented within the time frames of the Tiers. Each policy has one or several implementing agencies to be responsible for some or all of the implementation policies.

Local government responsibilities are addressed in these sections in detail. One of the primary responsibilities of local government in implementing the AQMP is to adopt an Air Quality Element in the General Plan.

The Air Quality Element component of the AQMP is the most significant to local government. The AQMP requires that all cities adopt an Air Quality Element, or amend an existing general plan element, to address air quality to the satisfaction of the SCAQMD and SCAG.

Air Quality Elements are the primary component of the Tier I control measures specified in the AQMP. Essentially, the Air Quality Elements are intended to develop action programs for the implementation of regional air quality measures at a local level.

The 1989 AQMP presents several opportunities and potential implications for San Dimas. In brief, these are as follows:

- Cooperation with the AQMP by adopting an Air Quality Element or the equivalent;
- An implication that future legislation may preempt some amount of local land use control if a local government has not conformed with the provisions of the AQMP; and,
- A series of control measures which local government is responsible to implement through the Air Quality Element and/or City policy.

Solid Waste

The California Integrated Waste Management Act of 1989 (AB939) requires that cities reduce waste going to landfills by at least 25 percent by 1995 and 50 percent by the year 2000. To achieve these goals, cities are required to prepare a comprehensive waste management plan called Source Reduction and Recycling Element (SRRE).

The City Source Reduction and Recycling Element shall include, but not be limited to, all the following components for solid waste generated in the jurisdiction:

- Waste characterization component
- Source reduction component
- Recycling component

- Composting component
- Solid waste facility capacity component
- Education and public information component
- Funding component
- Special waste component

The City of San Dimas instituted a Solid Waste Recycling Program in 1989. The community attitude survey indicated that there was very strong support for solid waste recycling. The respondents to the community attitude survey were willing to pay an additional dollar per month for recycling efforts. The City is currently reviewing a Green Waste Program for composting gardening waste, in which the City's Parks and Maintenance will compost 90% of its waste. Additional programs are currently under review with participation with the L.A. County Sanitation District and Cal Poly University in Pomona. The Recycling Program is also discussed in detail in the Conservation Element.

San Dimas is part of a solid waste Joint-Powers Authority (JPA) made of East San Gabriel Valley cities. The JPA hired a consultant to prepare a solid waste source reduction plan. The City has formed a Waste Management Committee which recommends goals and objectives to the City Council on an ongoing basis.

Hazardous Waste

In general, hazardous waste is defined as any waste, or combination of wastes, which because of its quantity, concentration, physical, chemical, or infectious characteristics may exhibit one or more of the following characteristics; toxicity, corrosivity, flammability, and reactivity. Hazardous waste includes a spectrum of wastes ranging from household wastes, like pesticides and used motor oil, to industrial wastes such as spent cleaning solvents and planting shop waste. The City must adopt a household Hazardous Waste Element (HAWE) as a companion to the SARRE.

Hazardous materials are transported through the City by truck, and there are users of hazardous substances within San Dimas. The use, storage and siting of hazardous materials are regulated by the Fire Department through implementation of the Hazardous Materials Disclosure Ordinance.

Chapter 1504 of the 1986 State Statutes (AB 2948, Tanner), as amended by Chapter 1167 of the 1987 State Statutes (SB 477, Greene), and Chapter 1389 of the 1988 State Statutes (AB 3206, Tanner) authorizes each county, in lieu of preparing the hazardous waste portion of the solid waste management plan, to prepare and to adopt a county hazardous waste management plan. The law requires this plan to be prepared in accordance with the State Department of Health Services (SDOHS) Guidelines, dated June 30, 1987, and is to address the

management of hazardous waste that are shipped off-site from the site of generation for storage, treatment and/or disposal. The directive of the SDOHS is to develop siting capacity appropriate to meet single and multi-county hazardous waste management capacity needs while also acknowledging responsibility to meet a portion of overall Statewide capacity needs.

Following adoption of the County Hazardous Waste Management Plan, cities in Los Angeles County are required to take one of three actions:

- Incorporate applicable portions of the County plan, by reference, into the City's General Plan
- Adopt a city hazardous waste management plan which is consistent with the County plan.
- Enact an ordinance which requires that all applicable zoning, subdivision, conditional use permit and variance decisions are consistent with the applicable portions of the County Hazards Waste Management Plan.

DEVELOPMENT POLICIES

A development policy is a general plan statement that guides action; it includes:

- Goals
- Objectives
- Policies
- Plan Proposals
- Implementation Measures

Please refer to Section I for a detailed definition and explanation of how the Plan proposals (land use map) and implementation measures are referenced.

These development policies are summarized in a matrix on page II-62.

GOALS STATEMENT L-1:

**MAINTAIN THE RURAL SMALL TOWN LOW DENSITY
ATMOSPHERE OF SAN DIMAS**

OBJECTIVES:

1.1 Provide a community where residential uses are predominantly low density and non-residential uses are predominantly low intensity.

1.2 Preserve open space and conserve existing residential neighborhoods.

1.3 Abate non-conforming uses through City ordinances.

POLICIES:

1.1.1 Residential densities shall begin at the low range and be increased for trade-offs for more open space, affordable housing and other appropriate public objectives and amenities

1.1.2 Enhance the rural/equestrian image north of Gladstone Street. Retain large lot development and improve circulation.

1.1.3 Development shall conform to terrain.

Plan Proposal: D, F, I, J, K, L, M, N, O, U, V (see page II-47)

Implementation Measures: a, b, g (see page II-59)

GOALS STATEMENT L-2:

PRESERVE THE INTEGRITY OF THE FOOTHILLS, INCLUDING THE:
NORTHERN FOOTHILLS, PUDDINGSTONE HILLS AND WAY HILL.

OBJECTIVES:

OBJECTIVES:	POLICIES:
2.1 Protect the identity of prominent ridgelines and canyons with significant stands of trees by directing development on slope areas within the foothills.	<ul style="list-style-type: none"> 2.1.1 Development shall conform to terrain. 2.1.2 Develop building sites which are reasonably accessible with minimal grading. 2.1.3 Encourage development which prevents "skylining" of buildings through proper site planning, height limitations and landscaping. 2.1.4 Evaluate the significance of prominent ridgelines and canyons on a case-by-case basis within the City's image context.
2.2 Maintain the development at a very low estate density of 0 to .2 dwelling units/acre with the following sub categories: a) hillside residential with rural standards, grading to follow natural terrain and a minimum 150 feet separation between buildings shall be maintained; b) Puddingstone Hills — minimum lot size shall be 1.5 to 3 acres; and c) Way Hill — minimum lot size shall be 1 acre.	
2.3 Minimize perception of building bulk.	<ul style="list-style-type: none"> 2.3.1 Design architecture to break up massing. 2.3.2 Minimize building height. 2.3.3 Design structure to fit with existing neighborhood. 2.3.4 Use materials and colors to reduce bulk.
2.4 Integrate structures with the environment.	<ul style="list-style-type: none"> 2.4.1 Use natural materials and colors. 2.4.2 Integrate with environmental texture and forms. 2.4.3 Control exterior light sources.

OBJECTIVES:	POLICIES:
2.5 Preserve significant environmental features.	2.5.1 Minimize changes to the natural topography. 2.5.2 Follow hillside contours.
2.6 Enhance landscaping.	2.6.1 Use landscaping to blend structure with the environment. 2.6.2 Use drought-tolerant species. 2.6.3 Minimize excessive impervious surface cover.

Plan Proposal: V (see page II-49)

Implementation Measures: b, e, g (see page II-59)

GOALS STATEMENT L-3:

ENSURE THAT ALL PORTIONS OF THE CITY ARE ADEQUATELY SERVED WITH ESSENTIAL SERVICES, UTILITIES AND RECREATIONAL AND OPEN SPACE FACILITIES.

OBJECTIVES:	POLICIES:
3.1 Promote future land use and development patterns which support local jurisdictions and other service providers in their efforts to provide equally to all citizens of San Dimas, accessible and effective services such as: public education; housing; health care; child care; social services; law enforcement; and fire protection.	3.1.1 Utilize City Facilities and other resources, when appropriate, to promote and encourage approved child care services. 3.1.2 Consider the possibility of granting a density bonus of additional floor area when developer set aside space for a child care facility, this option is permitted by State law -- AB1828

OBJECTIVES:

POLICIES:

- 3.1.3 Continue to support programs for the Senior Citizens of San Dimas.
- 3.1.4 Continue to support programs for the youth of San Dimas.
- 3.1.5 Encourage the development of private care facilities to ensure the health and welfare of the citizens of San Dimas.
- 3.1.6 Assist finding shelter for the homeless.

Plan Proposal: R (see page II-49)

Implementation Measures:

GOALS STATEMENT L-4:

PLAN AND CREATE AN URBAN FORM THAT EFFICIENTLY UTILIZES URBAN INFRASTRUCTURE AND SERVICES. PLAN FOR ORDERLY GROWTH RATHER THAN “LEAP FROG” DEVELOPMENT

OBJECTIVES:

- 4.1 Promote future land use and development patterns which reduce costs of infrastructure construction, encourages transit to make better use of existing facilities, and achieve a good match between future growth and phasing of existing facilities or expansion of new ones.
- 4.2 Consider each development proposal in a larger development context. Understand how each development contributes to city-wide impacts and contributes to certain capacity thresholds for circulation, community services and utilities.

POLICIES:

- 4.1.1 Limit intensity of non-residential development through height limits, lot coverage, setbacks and other appropriate standards.

Plan Proposal: None

Implementation Measures: d, g (see page II-59)

GOALS STATEMENT L-5:

PROVIDE WELL PLANNED COMMERCIAL CENTERS AND NODES.
DISCOURAGE “STRIP” COMMERCIAL DEVELOPMENT

OBJECTIVES:**POLICIES:**

5.1 Encourage infill and development to occur in and around activity centers, transportation node corridors, underutilized infrastructure systems, and areas needing revitalization and redevelopment.	5.1.1 Encourage employee based business uses with a higher ratio of employee to floor area.
	5.1.2 Foothill Boulevard - Restrict neighborhood retail to existing key intersections.
	5.1.3 Provide opportunities for existing “mom and pop” commercial markets to remain to serve their neighborhoods.
5.2 Commercial development should be concentrated at selected nodes.	5.2.1 Because of its close proximity to San Dimas Avenue and Route 30, identify the Bonita School District parcel on Allen Avenue to a Commercial land use designation.
	5.2.2 Consider locating future transit stations adjacent to commercial.

Plan Proposal: A, B, E, G, K, P, Q, T, U (see page III-47)

Implementation Measures: d, f (see page III-59)

GOALS STATEMENT L-6:**REVITALIZE AND IMPROVE DOWNTOWN AS A COMMUNITY FOCUS.****OBJECTIVES:**

6.1 Improve Downtown's image and visual environment.

POLICIES:

6.1.1 Give priority for redevelopment activities to declining areas within the City, particularly the Town core and Puddingstone Center.

6.1.2 Encourage office and mixed uses to increase the day time population of Downtown to support the retail and service establishments such as restaurants and other businesses in Downtown.

6.1.3 Encourage night time activity such as restaurant and entertainment in Downtown.

6.1.4 Encourage a partnership of merchants, property owners, and the City in revitalizing Downtown.

6.1.5 Encourage outside displays.

6.2 Provide more pedestrian areas and night time activities in Downtown.

6.2.1 Provide a Transit Station in the Downtown area to encourage more night-time activities.

6.3 Preserve the Historic aspect of the Downtown.

Plan Proposal: K, P, Q, R, T, U (see page II-47)

Implementation Measures: e, f, g (see page II-59)

GOALS STATEMENT L-7:

MAINTAIN EXISTING MOBILE HOMES TO MEET THE NEED FOR AFFORDABLE HOUSING STOCK FOR THE CITIZENS OF SAN DIMAS.

OBJECTIVES:

7.1 Conserve and improve the existing mobile home parks.

POLICIES:

7.1.1 Encourage the upgrading of some mobile home parks, especially the streetscape edge conditions visible from the public right-of-way where proper landscaping and screening would visually improve the neighborhood, without passing additional costs onto park residents.

7.1.2 In order to preserve mobile homes as affordable housing stock, foster land ownership opportunities for occupants.

Plan Proposal: C (see page II-47)

Implementation Measures: c, d (see page II-59)

GOALS STATEMENT L-8:

ENSURE ADEQUATE COMMUNITY PARTICIPATION IN PLANNING FOR THE FUTURE OF SAN DIMAS

OBJECTIVES:

8.1 Provide opportunities for all City residents to participate in the planning of San Dimas.

POLICIES:

3.1.1 Provide information to the various geographical areas of the City.

Plan Proposal: None

Implementation Measures: (see page II-59)

GOALS STATEMENT L-9:

**ENHANCE A UNIFIED AND A HIGH QUALITY VISUAL IMAGE
FOR THE CITY**

OBJECTIVES:

9.1 Preserve the visual identity and character of existing neighborhoods.

9.2 Preserve the City's unique natural features and historic structures.

9.1.1 Underground utilities to improve the visual environment.

9.1.2 Beautify the existing railroad rights-of-way.

9.1.3 Direct future development in a cohesive manner and promote the visual identity of the City's important districts such as the Town Core, Civic Center, and Downtown.

9.1.4 Promote the arts in San Dimas through the development of a "Arts in Public Places" program.

9.1.5 Preserve important view corridors.

Plan Proposal: None

Implementation Measures: b, f, g (see page II-59)

Plan Proposals

The Land Use Element provides for seven major types of land use: Residential, Commercial, Administrative/Professional, Industrial, Public/Semi-Public, Open Space, and Specific Plan. Each of these is divided into separate categories and correlated with intensity of development based upon the goals and objectives of this element. The General Plan Land Use Map in Exhibit II-4, classifies land uses within San Dimas into these new categories. The Plan proposals on the proceeding pages are designed to implement the Land Use Map Exhibit II-4.

Table II-4 presents an inventory of the General Plan land use categories and summarizes currently developed, undeveloped and total general plan acreage by type of use for all uses.

- A: Designate the southeast corner of Lone Hill Avenue and Gladstone Street as a Business Park.
- B: Extend Specific Plan boundaries (SP20) to Cienega Street. Develop this project area as regional commercial and buffer the residential uses adjacent to project.
- C: Designate a mobile home land use category in the Land Use Element, and apply the mobile home designation to existing mobile home land uses.
- D: Development in the Rancho Park Site is recommended to have a single family residential low density of 2 to 4 dwelling units/acre.

- E: Designate Foothill Boulevard as a professional office corridor.
- F: The Pacific Coast Baptist Bible College area is recommended to remain an open space land use category.
- G: The SP-5 is a “major entry window” to the community. Include the AP zone area north of Calle Rosa into Specific Plan 5; this would visually leave the north face of the hill visible going southbound on San Dimas Avenue towards Via Verde Drive in open space.
- H: Designate the parcel at Foothill Blvd. and Amelia Avenue (Southeast corner) medium density residential.
- I: Designate the Way Hill area (SP-3) as Single Family Estate Very Low with 1 acre minimum lot size.
- J: Retain the area north of Gladstone Street as equestrian/residential with a minimum 16,000 square foot lots.
- K: Designate the historic San Dimas Lemon Packing House for historic adaptive reuse by revitalizing the existing packing house for either office or combination of commercial and retail (mixed use). Integrate a light rail transit station stop as part of the development.
- L: Town Core Residential: Designate this area as single family low density residential.
- M: Designate the Pioneer Park neighborhood as single family residential.

- N: Designate the north side of Railway St. and Commercial Street as single family low residential.
- O: Designate low density residential on the parcel south of Commercial Street and north of the existing commercial center at Arrow Highway and San Dimas Avenue.
- P: Downtown Area: Extend the Downtown boundaries west to Eucla Avenue.
- Q: The City shall revitalize the Puddingstone Shopping Center site and actively encourage additional commercial development on the current vacant City owned property between the shopping center and Walnut Avenue.
- R: Expand the Civic Center boundaries to include areas east of Walnut Avenue and south of Bonita Avenue to include the Post Office, new Sheriffs station and other institutional uses.
- S: Designate the area adjacent to the Circle K Market for possible medium density residential or senior housing.
- T: The City shall designate the Canyon Shopping Center as a Specific Plan Area for commercial and/or Residential Development.
- U: Designate a Downtown residential area.
- V: Designate the northern foothills and other foothills with similar characteristics as Single Family Estate Very Low.

LAND USE MAP DRAFT

RESIDENTIAL DENSITY

	DENSITY	
Single Family Very Low Estate	(0-2)	COMMERCIAL
Single Family Very Low	(21-3)	OFFICE/PROFESSIONAL
Single Family Low	(31-6)	INDUSTRIAL
Low/Medium	(61-8)	PUBLIC/SEMI-PUBLIC
Medium	(8.1-12)	OPEN SPACE PARK RP-REGIONAL CP-COMMUNITY NP-NEIGHBORHOOD
High	(12.1-16)	SPECIAL PLAN AREA
Mobile Home		

Residential calculations shall be computed from the low end of each category. Increases in density (within the range) may be allocated for additional amenities and participation in city programs designed for the public good.

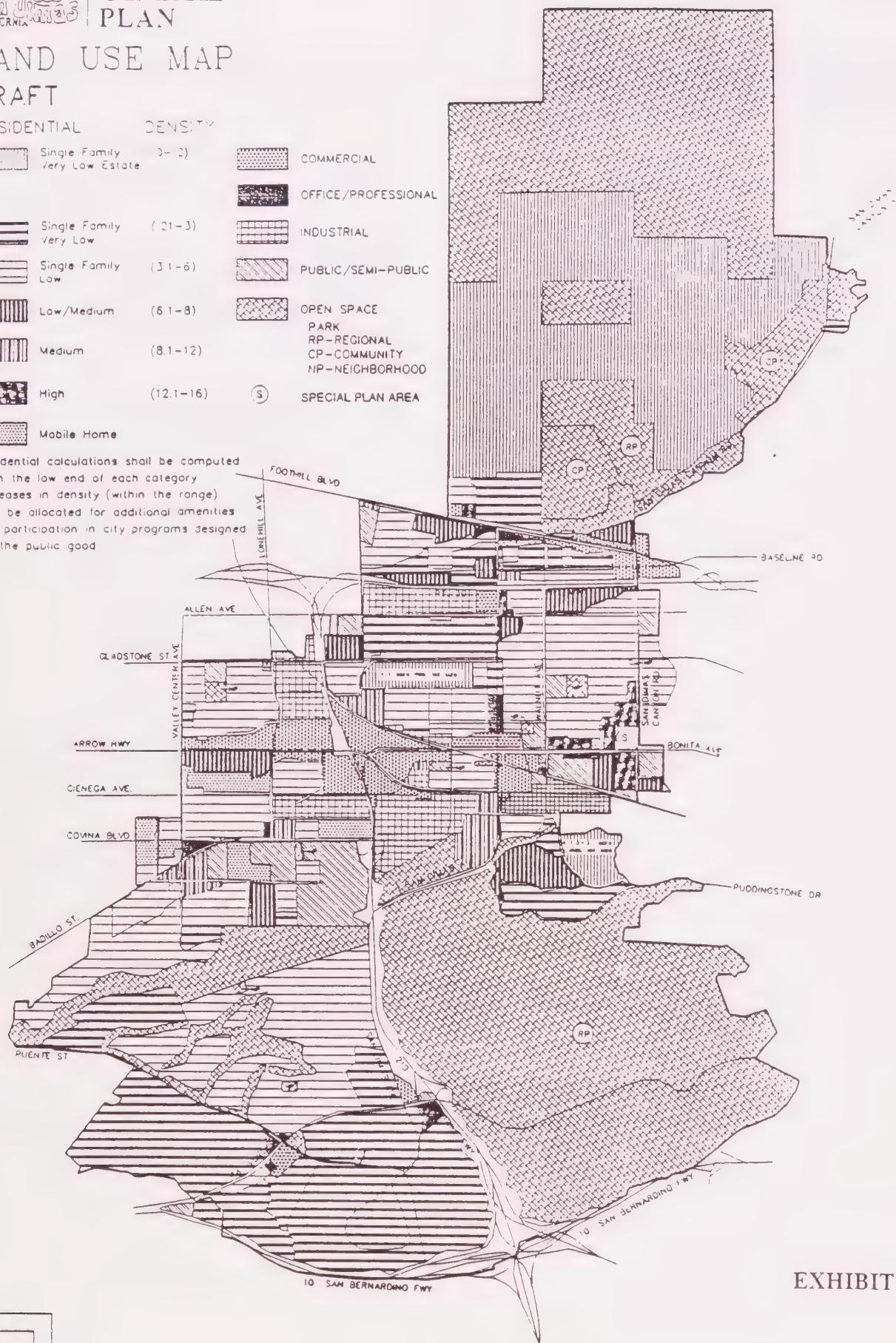
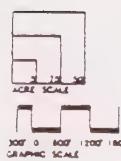


EXHIBIT II-4



LAND USE CATEGORIES	Existing	
	Land Use*	General Plan Acres
Single Family Residential Very Low Estate		1527
Single Family Residential Very Low		499
Single Family Residential Low	3191	2337
Residential Low/Medium		251
Residential Medium	186	86
Residential High		48
Mobile Home		92
Commercial	225	263
Administration/Professional	39	43
Industrial	287	312
Public/Semi-Public	132	255
Park	1957	1974
Open Space	1819	1819
Freeway Right-of-Way	372	372
Vacant	1574	
TOTAL	9782	9878
*As of Dec. 1989		

TABLE II-4
EXISTING LAND USE & GENERAL PLAN SUMMARY



GENERAL PLAN

LEGEND

— CITY LIMITS LINE

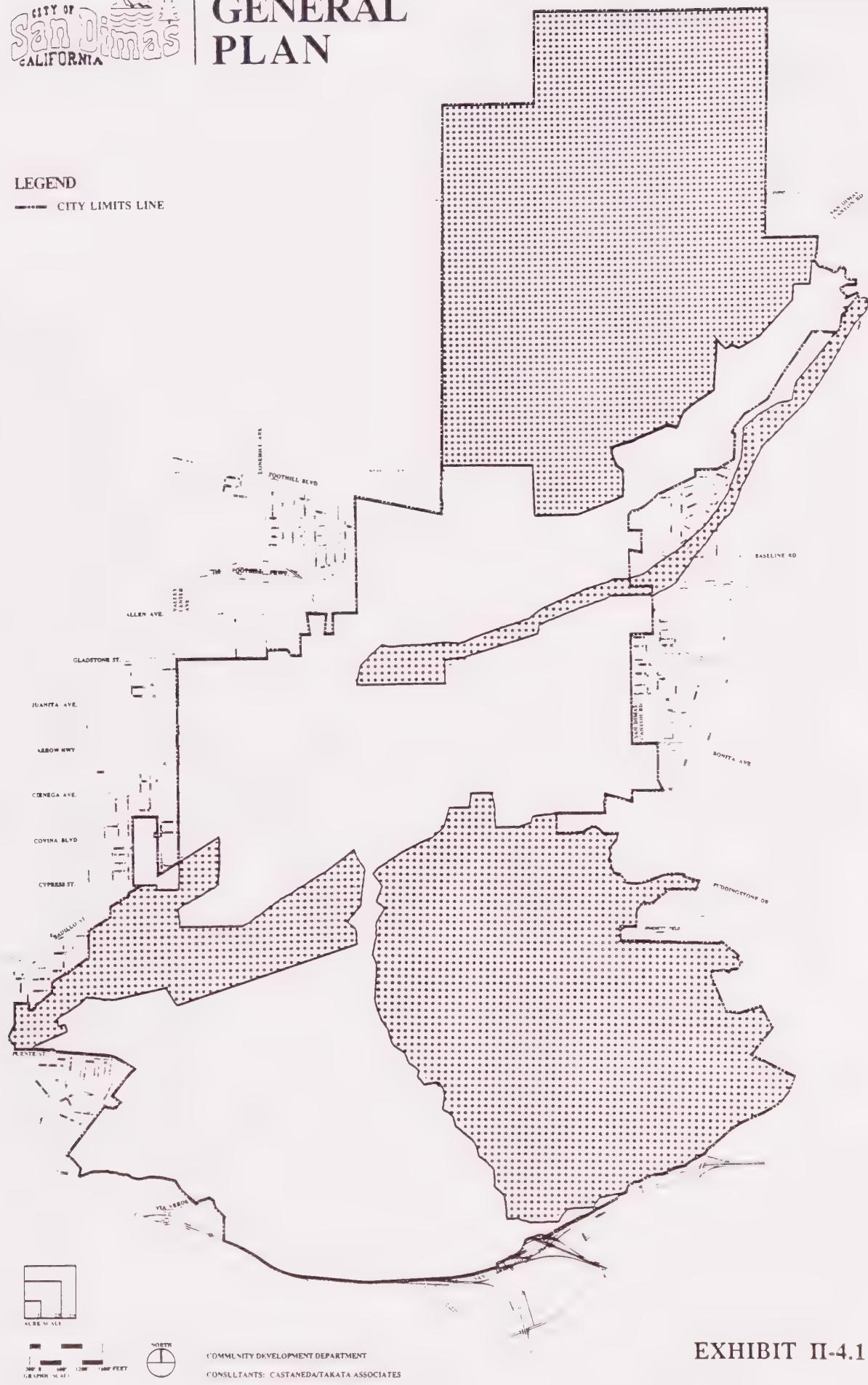


EXHIBIT II-4.1

LAND USE STANDARDS

This section provides general definitions of the variety of land uses depicted on the Land Use Map. State planning law requires that the Land Use Element include a land use diagram, definitions of the land uses, and standards for population density and building intensity.

Quantifiable standards of population density must be provided for each residential land use category. The average persons per household is an acceptable standard, standard for population density. According to the State Department of Finance, the average household size in the City is 2.98 and this is the measure for population density.

With regard to building intensity, the floor area ratio is a useful measure of commercial and industrial intensity. Consequently, each commercial and industrial category also is defined with reference to a floor area ratio or maximum building coverage.

Residential Use

Residential use is the primary land use within the City. There are five categories of this use which reflect intensity and their corresponding population.

RESIDENTIAL DENSITY CATEGORIES. The following are the standards for residential density categories:

<u>Residential Category</u>	<u>Dwelling Units/Acre</u>
Single Family Estate Very Low	0-.2
Single Family Very Low	.21-3
Single Family Low	3.1-6
Low/medium	6.1-8
Medium	8.1-12
High	12.1-16

Single Family Estate Very Low: Density uses are very low density single family detached and large estate developments with the following subcategories: 1) Hillside residential with rural standards grading to terrain minimum 150' between structures; b) Puddingstone Hills — 1-1/2 to 3 acre minimum lot size; and c) Way Hills — 1 acre minimum lot size. These areas shall comply with the Hillside Development Regulations.

Very Low: Density uses are single family detached dwellings on large lots, greater than 1/2 acre. These uses are typically designated for more rural areas.

Low: Density uses are single family detached dwellings on lots ranging in size from 7,000 s.f. to 9,000 s.f. The low density category represents the most prevalent residential use in the City including the downtown residential neighborhood district near frontier village.

Low/Medium: Density uses include single family detached and attached dwelling units including cottages, patio homes, duplexes, townhouses, and garden apartments. These are found on smaller lots ranging in size from 1/4 acre to 5000 square feet.

Medium: Density uses are multi-family dwelling units such as two-story apartments, townhouses, and mobile home complexes.

High: Density uses are typically multi-family dwellings including apartments, and multi-story residential developments.

In addition to the above categories, there are three additional special categories. They include:

Mobile Homes:

This category is intended for the residential use of areas as mobile home parks. Such a land use is encouraged only when such areas are particularly suitable for planned and integrated mobile home parks. A major purpose of this zone is to encourage the preservation of existing parks at their present density.

The general plan anticipates additional residential development occurring in various areas, including in-fill areas and open hillside areas. The majority of new housing is expected to occur in these in-fill areas. In-fill areas have a potential for up to 475 new dwelling units.

Density bonus opportunities will be available for provision of affordable housing and amenities, such as, open space.

Commercial Use

Commercial land use includes various uses including retail sales, and service oriented use (i.e. restaurants, automotive service, dry cleaning, banks, etc). With regard to intensity of commercial use, this category is implemented by several zoning districts:

- C-C Commercial Community Zone
- C-H Commercial - Highway Zone
- C-N Commercial - Neighborhood Zone
- C-G Creative Growth Zone

Administrative/Professional

This designation provides for the development of suburban low-intensity administrative and professional offices and related uses. The types of land uses encouraged by this category includes, for example: administrative, financial, professional and sales offices; medical and health services; special service agencies

such as travel and employment agencies and other related uses. The maximum building coverage of a parcel by all structures shall not exceed 40%.

The Floor Area Ratio (FAR) is 1.2.

Industrial

This land use category provides a district which assures an environment conducive to research and development, fabrication and assembly, research institutions and administrative facilities. The industrial designation also provides for the development of industrial uses which include fabrication, manufacturing, assembly or processing of materials that are already processed form, wholesaling and warehousing. The intensity of use is quantified as a maximum building coverage; in this category- the maximum coverage of a parcel by all structures shall not exceed 40% of the lot area. The Floor Area Ratio (FAR) is 1.2.

Public/Semi Public

This land use designation includes public institutions and uses such as the City Hall and civic center, libraries, and fire stations as well as privately owned institutions of a public nature such as cemeteries and hospitals. The FAR for these uses is 0.5.

Open Space

The purpose of the Open Space Category is to protect and preserve open space for the preservation of natural resources, for the preservation and managed production of resources, for outdoor recreation and outdoor education, and for public health and safety. It is also the intent of the Open Space and Conservation Elements to provide open space in a City by limiting development in areas which possess physical features that they may provide valuable and functional open space for the purposes of helping to shape urban form, to provide local or buffer greenbelts, and/or to serve as linkages between open space areas. It is intended that any building or structure permitted in this category shall be subordinate to and in furtherance of use of the land for open space as defined in the General Plan and the State Planning and Zoning Law.

Open Space includes all City and County parks, golf courses, Los Angeles County Flood Control lands, and United States Forest Service lands. The intensity of use is measured by maximum site coverage. Buildings and structures, when permitted, shall not occupy more than 25% of the gross area of the parcel.

A conservation overlay category is identified on the land use map (See Exhibit II-4.1). It is the intent of the General Plan to implement the conservation overlay category by establishing an overlay zoning classification. The conservation overlay designation and zone would be applied to land which have scenic value, naturally significant characteristics and resources. The conservation overlay is further discussed in the Conservation Element (see Conservation Element Implementation Measure a).

Population Density

Population density can best be expressed as the relationship between two factors: the number of dwellings per acre and the number of residents per dwelling. Current estimates of the average number of persons per household which are available from the Census Data Center of the State Department of Finance may be used to set forth population intensity standard. For San Dimas, the average household size is 2.98, according to the State Department of Finances.

Past court cases have further defined population and density. Camp v. County of Mendocino (1981) 123 Cal. App. 3d 334 established that a general plan must contain standards for population density. It did not however, define such standards. The landmark case of Twain Harte Homeowners Association v. Tuolumne County (1982) 138 Cal. App. 3d 664 defined population density as the “numbers of people in a given area and not the dwelling units per acre, unless the basis for correlation between the measure of dwelling units per acre and numbers of people is set forth explicitly in the plan.” Quantifiable standards of population density must be provided for each of the land use categories contained in the plan.

Population density standards need not be restricted solely to land use designations with residential development potential. As the court stated in Twain Harte: "...it would not be unreasonable to interpret the term "population density" as relating not only to residential density, but also to uses of nonresidential land categories and as requiring an analysis of use patterns for all categories.

"It appears sensible to allow local governments to determine whether the statement of population standards is to be tied to residency or, more ambitiously, to the daily usage estimates for each land classification."

Building Intensity

The Camp decision also held that an adequate general plan must contain standards for building intensity. Again, the Twain Hart court has provided the most complete interpretation of building intensity available to date. These are its major points: intensity should be defined for each of the various land use categories in the plan; general use captions such as "neighborhood commercial" and "service industrial" are insufficient measures of intensity by themselves; and, building intensity is not synonymous with population density. Intensity will be dependent upon the local plan's context and may be based upon a combination of variables such as maximum dwelling units per acre, height and size limitations, and use restrictions. Unfortunately, the court stopped short of defining what are proper measures of building intensity.

Local general plans must contain quantifiable standards of building intensity for each land use designation. These standards should define the most intensive use that will be allowed under each designation. While the land use designation identifies the type of allowable uses, the building intensity standard will define the concentration of use.

OPR suggests that each intensity standards include these variables: (1) permitted lands uses and building types; and (2) concentration of use. Permitted uses and building types is a qualitative measure of the uses that will be allowable in each land use designation. The concentration of use can be defined by one or more quantitative measures that relate directly to the amount of physical development that will be allowed. Maximum dwelling units per acre is a good residential standard. Floor area ratio (the ratio of building floor area to the total site area) is a useful measure of commercial and industrial intensity. The dual standard of maximum lot coverage and maximum building height is suitable for agricultural, open space, and recreational designations where development is being limited. On the other hand, lot size, which has been widely used for agricultural and open space designations, is an inadequate standard of building intensity because, although it regulates lot area, it does not quantify the allowable concentration of development on each lot.

Implementation Measures:

- a: Higher density residential developments should require more open space. The City shall review existing open space requirements and, if appropriate, increase the standard.
- b: Review and revise the hillside ordinance.
- c: Designate a mobile home park zone in the City Zoning Code.
- d: Annexation Areas, annex the following areas to "round out" the City limits (see Exhibit I-2).
 - 1. Annex Area 13A into the City and make it a part of the Foothill Boulevard Corridor.
 - 2. Annex Area 13B into the City.
 - 3. Annex Area 13C into the City.
 - 4. Annex Area 13D into the City.
 - 5. Annex Area 13E into the City.
 - 6. Annex Area 13F into the City.
 - 7. Annex Area 13G into the City.
- e: In the Way Hill area, amend the SP-3 land use designation to single family estate very low with 1 acre minimum lot size.
- f: Develop a Foothill Boulevard Corridor Plan to unify development and guide revitalization efforts in these area
- g: Modify the Zoning Ordinance to implement the conservation overlay zone. Also see Conservation Element implementation measure #a.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

While state planning law divides a general plan's required contents into seven distinct elements, this division is more a product of the incremental nature of the legislative process than of conscious design. The division of the general plan provisions into elements tends to mask the statutory and functional interrelationships among the elements and issues to be addressed in the General Plan.

Statutorily, the requirements for the elements overlap and intertwine. For instance, geologic hazards are mentioned specifically in the safety element and also appear under "open space for public health and safety" in the open space element. Open space, in turn, is mentioned as one of the categories to be addressed in the land use element. Similarly, natural resources are to be addressed in the open space and conservation elements as well as in the land use element. The noise element is directly tied to both the land use and the circulation elements.

The issues to be addressed in the general plan also interrelate functionally. The consideration of fire hazards in wildland areas involved the analysis of vegetation, topography, weather, availability of water, density of development, adequacy of road systems and fire protection services. As another example, housing considerations are directly linked to questions of land availability, the adequacy of public services, seismic, geologic, and fire hazards, and noise.

Such structural and functional interrelations point out the problems of treating issues in isolation and the need to think of the general plan as an integrated whole. For these reasons and because of local topographic, geologic, climatologic, political, socioeconomic, economic, cultural, and historical diversities, cities and counties should design their general plan formats to suit local needs.

The San Dimas General Plan is comprised of seven separate elements. The Land Use Element is most directly related to the Open Space, Housing and Noise Elements. The non-development areas of the City are principally designated for open space uses and are further elaborated upon in the Open Space and Conservation Element. The residential land use sub-sections of the Land Use Element set forth a policy framework for the Housing Element. The intensity of uses assigned to both vacant and underutilized areas, in effect, establish the housing unit potential of the City to build-out. These land use policies, in turn, provide input to the adequate site analysis of the Housing Element. Lastly, one of the major purposes of the Noise Element is to identify noise compatible uses. This means that the information and findings of the Noise Element guide some of the land use designations of the Land Use Element.

Land Use Element - Goals / Implementation Matrix

GOALS / IMPLEMENTATION	a	b	c	d	e	f	g
L-1 Maintain the rural small town low density atmosphere of San Dimas.	■	■					■
L-2 Preserve the integrity of the foothills, including the northern foothills, Puddingstone Hills, and Way Hill.		■			■		■
L-3 Ensure that all portions of the City are adequately served with essential services, utilities, and recreational and open space facilities.							
L-4 Plan and create an urban form that efficiently utilizes urban infrastructure and services. Plan for orderly growth rather than "leap frog" development.				■			■
L-5 Provide well planned commercial centers and nodes. Discourage "strip" commercial development.				■		■	
L-6 Revitalize and improve downtown as a community focus.							
L-7 Maintain existing mobile homes to meet the need for affordable housing stock for the citizens of San Dimas.			■	■			
L-8 Ensure adequate community participation in planning for the future of San Dimas.							
L-9 Enhance an unified and a high quality visual image for the City		■				■	■



III.
CIRCULATION ELEMENT

City of San Dimas

General Plan



III.
CIRCULATION ELEMENT

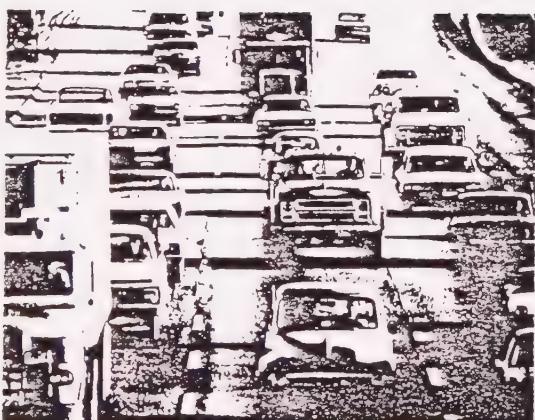
City of San Dimas

General Plan



INTRODUCTION

The Circulation Element has been a mandatory element of the General Plan since 1955. It represents an infrastructure plan concerned with the circulation of people, goods and resources it is closely related to the Land Use Element of the General Plan. The provisions of the Circulation Element support the goals, objectives, policies of the Land Use Element; while the Land Use Element is a reflection of a community's circulation system and the planning proposals for that system.



The provisions of the Circulation Element affect the City's physical, economic and social environment in several ways. The circulation system is one of the chief generators of physical settlement patterns, and its location, design and constituent modes have major effects on air quality, environmental noise, community appearance and other elements of the environment. Economic activities also require circulation for materials, products, or employees. Finally, the circulation system has a major impact on the areas and activities which it serves, on community cohesion, and on the quality of human life. Clearly, it should be a system accessible to all segments of the population, including the disadvantaged, the young, the poor, and elderly, and the handicapped.

The City of San Dimas, located in the easterly sector of Los Angeles County, is served by a network of roadways illustrated in Exhibit III-1. Located inland, access to San Dimas is possible through three primary corridors: Inter-

state 10, Interstate 210, and State Route 30. These corridors traverse San Dimas and surrounding communities in a north-south (Interstate 210) and east-west (Interstate 10 and State Route 30) orientation. The high capacity freeway lengths attract the majority of through traffic and commuter type traffic.

The network affords connections to neighboring cities to the east such as La Verne, Pomona, Claremont, Upland, Ontario, and Chino in the Pomona Valley. In the San Gabriel Valley to the west are Glendora, Covina, West Covina, Irwindale, Baldwin Park, and Azusa.

FINDINGS

The following findings summarize a comprehensive circulation analysis consisting of interviews, review of existing documents, community attitude survey, community-wide workshops and numerous work sessions with the General Plan Advisory Committee (GPAC) including:

- Regional Coordination, Transit and Commuter Provisions;
- Equestrian/Recreational Trails;
- Bikeway System;
- Fiscal Limitations;
- Jurisdictional Responsibility; and
- Traffic Capacity

These findings form the basis for the updated circulation element's goals, objectives, plan proposals and implementation measures.

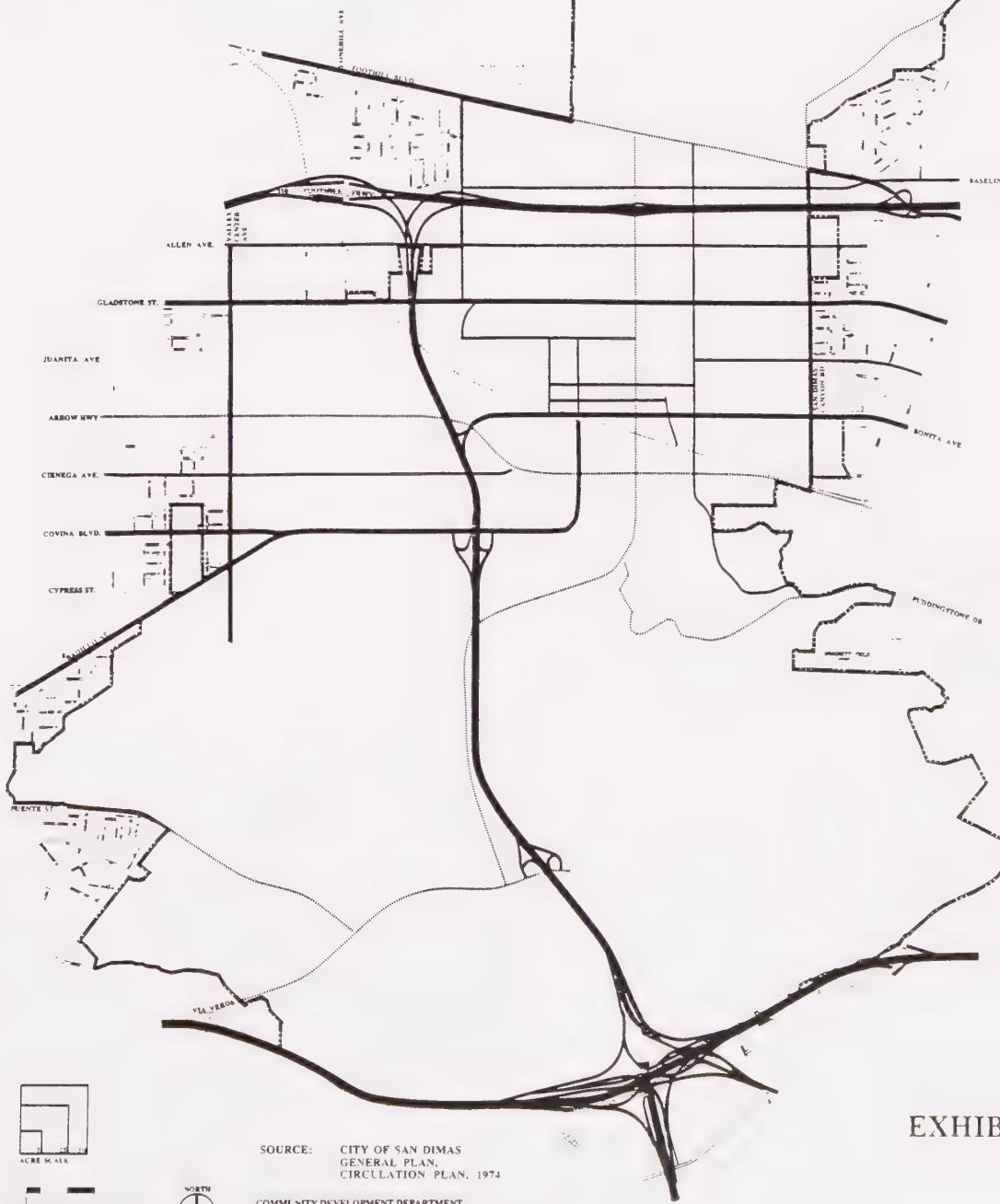
CITY OF
San Dimas
CALIFORNIA

GENERAL PLAN

EXISTING CIRCULATION ELEMENT

LEGEND

- CITY LIMITS LINE
- FREEWAY
- MAJOR ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR
- SCENIC PARKWAY (ALSO SECONDARY ARTERIAL)
- LOWERED RAILROAD



SOURCE: CITY OF SAN DIMAS
GENERAL PLAN,
CIRCULATION PLAN, 1974

COMMUNITY DEVELOPMENT DEPARTMENT

CONSULTANTS: CASTANEDA/TAKATA ASSOCIATES

EXHIBIT III-1

Regional Coordination, Transit and Commuter Provisions

San Dimas lies in the eastern portion of Los Angeles County, is an island in its regional setting. The Circulation Element should therefore be coordinated with the regional mobility and congestion management plan to provide regional continuity. Opportunities for commuter rail on the existing railroad rights-of-way could provide alternative means of transportation and potential transit stations and nodes within the City. Additional park and ride facilities could also be added.



There are many equestrian trails in the City

Equestrian and Recreational Trails

The City has developed an extensive system of equestrian trails; the need has basically kept up with the demand. The City has an Equestrian Commission; they review proposed trails and recommend trails and facilities for implementation to the City Council. These trails are primarily used for recreation, but these trails offer an alternative transportation mode to get to work, school and shop.

The community attitude survey and community meetings confirmed the equestrian trail needs have been adequately met. However, in order to meet the need for more bicycle and hiking trails, there are opportunities to link equestrian, bicycle and hiking trails to existing regional trails and to trail systems of the adjacent cities of Covina, Glendora, La Verne and Pomona. (Please see Open Space Element for a detailed discussion regarding equestrian trails.)



Bicycle trails can connect key areas of the City

Bikeway System

The local bikeway system, including the regional bike paths, could be expanded to serve more of the City. Several loop systems in the downtown core area and connecting links each with Via Verde and Frank G. Bonelli Regional Park would facilitate the bicycle system immensely.

Opportunities for on street bicycle trails can expand the City trail system with minimal capital outlay.

Additional trail opportunities can be implemented by providing joint use trails by combining mountain bike, equestrian and hiking uses. These joint trails shall consider safety of the user as an integral part of the design.

Fiscal Limitations

Many of the improvements included in the Circulation Element will have citywide and/or regional benefit and may need to be constructed prior to the development of the contiguous property. The City should develop alternate funding mechanisms to pay for the construction of circulation improvements included in the Circulation Element. Potential alternatives include allocation of general fund revenues to a Capital Improvement Program, Proposition "A" funds, implementation of an off-site Road Improvement Fee on new developments, or consideration of Benefit Assessment or Mello-Roos Districts to assess all

benefiting property owners for infrastructure improvements.

Jurisdictional Responsibilities

Within the limits of San Dimas, all of the streets/roads fall under the jurisdiction of the City, except State Route 30 and Interstate 210 which are part of the Interstate System and under the jurisdiction of CalTrans. Outside of the City, in the immediately adjacent areas, the street/roads are under the jurisdiction of the City of Glendora, City of Covina, City of Pomona, City of La Verne, and County of Los Angeles.

Traffic Capacity Future Roadway Conditions

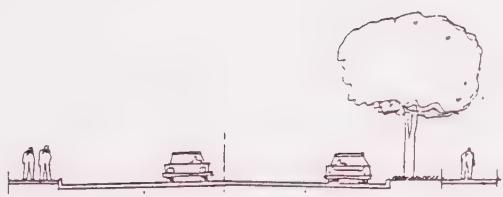
Traffic Capacity measured by Level of Service (LOS). Level of Service is a qualitative measure of roadway and intersection performance stated on a scale from "A" to "F", with LOS "A" representing free flow traffic and LOS "F" representing severe traffic congestion. It is a ratio of traffic volume to the capacity of the roadway, (see Table III-1) and the basis for the traffic analysis.

TABLE III-1
LEVEL OF SERVICE DEFINITIONS

	Volume/ Capacity Ratio
LOS A	
Free flow conditions	
No motorist waits longer than one signal	0-0.60
LOS B	
Stable traffic flow	
Motorists rarely wait through more than one signal	0-61-0.70
LOS C	
Stable and acceptable flow but speed and maneuverability somewhat restricted due to higher volumes	0.71-0.80
Motorists intermittently wait through more than one signal	
Occasional backups behind left turning vehicles	
LOS D	
Extensive delays at times	0.81—0.90
Some motorists, especially left turners, may wait through one or more signals, but no excessive backups	
Maneuverability restricted	
LOS E	
Very long lines may create lengthy delay, especially for left turns	0.91-1.00
Volume at or near capacity	
Unstable flow	
LOS F	
Backup from locations downstream restrict movement at intersection approaches	1.01 or above
Forced flow conditions	
Stoppage for long periods due to congestion	
Volumes drop to zero in extreme cases	

This methodology reflects the fact that most of the City is adequately planned and will remain unchanged during the life of the update General Plan. As noted in the land use element, market analysis conducted for the General Plan update indicates limited potential for additional City-serving commercial due to the small increase in population, current establishments competing for the same market, and already developed character of the commercial areas.

Without improvements, the following roadway segments are estimated to experience traffic demands which exceed existing capacities:



Typical right-of-way illustration section-cut

1. Foothill Boulevard between San Dimas Avenue and Walnut Avenue.
2. Gladstone Street between Lone Hill Avenue and San Dimas Avenue.
3. Bonita Avenue between Cataract Avenue and Walnut Avenue.
4. Lone Hill Avenue between Cienega Avenue and Covina Boulevard.
5. Cataract Avenue between Bonita Avenue and Arrow Highway.
6. San Dimas Avenue between Gladstone Street and Via Verde.

With improvements, the roadway system is generally brought into balance in terms of volume to capacity relationships.

Some of the arterial roadways in the City of San Dimas have not been constructed to ultimate cross-section widths based upon existing City and County highway classifications. Roadways that experience volume to capacity ratios greater than 0.70 should be evaluated for improvements, such as, restriping, increased lanes by restriping, left-turn pockets and synchronized signalling to improve traffic conditions. San Dimas Avenue between Gladstone Street and Bonita Avenue has existing volume to capacity ratios of 0.74 and 0.90 and Bonita Avenue between Cataract Avenue and Walnut Avenue has existing volume to capacity ratios of 0.88 to 0.93.

In order to retain neighborhood character, the GPAC was fully supportive of retaining existing street configurations and widths on San Dimas Avenue and Bonita Avenue.

The volume and speed of traffic on residential streets are key determinants in the quality of life residents perceive of their neighborhoods. It is of great importance that the circulation system not only be designated to facilitate the movement of people and goods, and that it be coordinated with regional facilities, but that it be designed to maintain an acceptable quality of life in residential areas.

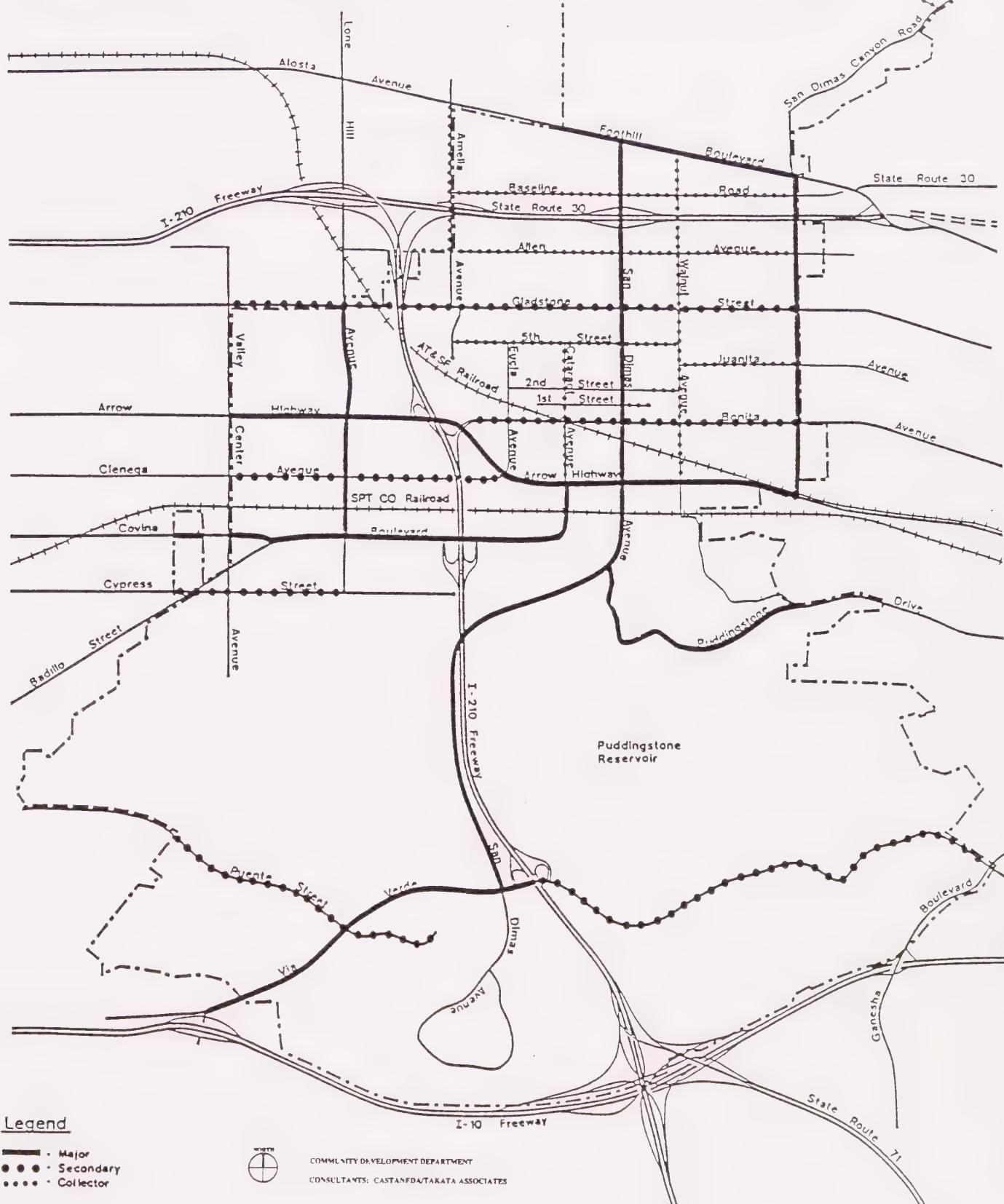
DEVELOPMENT POLICIES

A development policy is a general plan statement that guides action; it includes:

- Goals
- Objectives
- Policies
- Plan Proposals
- Implementation Measures

Please refer to Section I for a detailed definition and explanation of these elements and how these implementation measures are referenced.

These development policies are summarized in a matrix on page III-25.



ROADWAY CLASSIFICATIONS

EXHIBIT III-2

GOALS STATEMENT C-1:

TO PROVIDE A STREET NETWORK TO MOVE PEOPLE AND GOODS SAFELY AND EFFICIENTLY THROUGHOUT THE CITY OF SAN DIMAS

OBJECTIVES:	POLICIES:
1.1 Maintain a minimum Level of Service C at all intersections during non-peak hours and Level of Service D (volume/capacity ratio of 0.90 or less) at all intersections during peak hours to ensure that traffic delays are kept to a minimum.	1.1.1 Classified road facilities (see Figure III-2) shall be constructed or upgraded, where feasible, to meet City standards. 1.1.2 The City shall require new developments to be served by roads of adequate capacity and design standards to provide reasonable access. 1.1.3 The City shall pursue measures to reduce congestion at intersections and maintain levels of service as identified in Objective 1.1. 1.1.4 They shall analyze the feasibility of widening San Dimas Avenue and Walnut Avenue at the railroad crossing.

OBJECTIVES:	POLICIES:
1.2 Establish adequate measures to ensure traffic safety.	1.2.1 The City shall enforce speed restrictions. 1.2.2 The City shall require that future roads and improvements to existing roads be designed to minimize conflicting traffic movements such as turning, curb parking, uncontrolled access, and frequent stops. 1.2.3 The City shall require that pedestrian and vehicular traffic is separated to the maximum feasible extent.
1.3 Preserve the quality of residential neighborhoods by maintaining the legally enforceable speed limits and by discouraging the flow of truck traffic and through traffic in these areas.	1.3.1 The City shall enforce speed limits of 25 miles per hour in residential areas defined by the California Vehicle Code as residential neighborhoods. 1.3.2 The City shall establish weight restrictions where necessary on routes traversing through residential neighborhoods. 1.3.3 The City shall maintain adequate levels of service on major City streets pursuant to Objective 1.1 as measures to avoid diversion of through traffic into residential neighborhoods and adequate levels of safety pursuant to Objective 1.2.

OBJECTIVES:	POLICIES:
1.4 Establish financing programs which incorporate adequate funding for the City's roadway system.	1.4.1 The City shall identify and evaluate potential revenue sources for financing roadway system development and improvement projects.
	1.4.2 The City shall pursue viable revenue sources to meet the roadway system funding needs.
	1.4.3 The City shall only implement street widenings when Transportation System Management strategies, such as the removal of on-street parking, lane striping, etc., have been exhausted.

Plan Proposal: Identify Candidate Transit Stops on the Land Use Plan.

Implementation: a, b, c, d, e, f, q (see page III-22)

GOALS STATEMENT C-2:

TO PROMOTE A PUBLIC TRANSPORTATION SYSTEM THAT IS SAFE, CONVENIENT, EFFICIENT, AND MEETS THE IDENTIFIED NEEDS OF THE CITY OF SAN DIMAS

OBJECTIVES:	POLICIES:
2.1 Require dedication and/or construction of appropriate facilities in support of a public transportation systems noted in the regional mobility plan.	2.1.1 The City shall work with the transportation agencies to designate commuter rail stations within the City of San Dimas.
	2.1.2 The City shall support improved transit services for elderly disabled and other transit dependent persons.
	2.1.3 The City shall work with all public transportation and coordinating regional agencies and adjacent cities in pursuing additional transit routes within the City, to the City and from the City.
	2.1.4 The City shall strive for reasonable and practical means through current technology to find transit solutions which are economically feasible not only in terms of ridership fees but in terms of City support for investigation and promotion.
	2.1.5 Manage truck traffic entering the City by enforcing and posting of designated truck routes and lanes.

Plan Proposal: Identify Candidate Transit Stops on the Land Use Plan.

Implementation: g, h, r (see page III-23)

GOALS STATEMENT C-3:

TO PROMOTE SAFE ALTERNATIVES TO MOTORIZED TRANSPORTATION
THAT MEET THE NEEDS OF ALL CITY RESIDENTS.

OBJECTIVES:	POLICIES:
3.1 Provide a circulation network that accommodates the safe and efficient movement of cyclists.	3.1.1 The City shall create a system of bicycle routes within the street right-of-way to meet the needs of both the local and commuter cyclist. The routes shall be designed for the safety of the cyclist.
3.2 Provide a system of sidewalks or pathways in residential and commercial areas that provides a safe environment for pedestrians.	3.2.1 Where possible future developments shall contain an internal system of trails linking schools, shopping centers, and other public facilities with residences. 3.2.2 The City shall promote the design and location of future land uses to encourage access by non-automotive means.
3.3 Provide a circulation network that accommodates the safe and efficient movement of equestrians.	3.3.1 The City shall create a system of recreational trails to meet the needs of both the recreational and commuter equestrian. The trails shall be safe and easily maintained.

Plan Proposal: Map the City's existing and proposed recreational trails designating bicycles, equestrian and hiking trails in the Open Space Element.

Implementation: i, j, k, l, s (see page III-23)

GOALS STATEMENT C-4:

TO PROVIDE AN ADEQUATE SUPPLY OF PRIVATE OFF-STREET AND PUBLIC PARKING TO MEET THE NEEDS OF RESIDENTS AND VISITORS TO THE CITY.

OBJECTIVES:	POLICIES:
4.1 Provide joint-use and public parking facilities where needed by special assessment districts or other mechanisms.	4.1.1 The City shall enforce its parking ordinance and standard requirements such as necessary design features, the number of required handicapped parking spaces, etc. in conjunction with the parking ordinance.
	4.1.2 The City shall pursue methods of encouraging the provision of increased on-site parking supply through a range of techniques including redevelopment activities.
	4.1.3 The City shall require developers to provide adequate on-site parking and/or to contribute to a program to acquire and/or maintain off-site facilities.
	4.1.4 The City shall encourage joint development of parking facilities to the maximum extent feasible.

Plan Proposal: None

Implementation: m, p (see page III-24)

GOALS STATEMENT C-5:

TO MANAGE PEAK HOUR TRAFFIC FLOW AND CHANGE DEMAND ON THE CIRCULATION SYSTEM TO REDUCE TRAFFIC CONGESTION WHERE NECESSARY AND FEASIBLE.

OBJECTIVES:

5.1 Provide for the development and monitoring of Transportation System Management (TSM) and Travel Demand Management (TDM) programs at locations where trip making is concentrated. See III-2 for definitions of TSM and TDM.

POLICIES:

5.1.1 The City shall support programs with the objective of increasing the vehicle occupancy rate.

5.1.2 The City shall encourage public support for the development of a balanced circulation system through a well organized public relations program.

5.1.3 Provide Park and Ride Facilities within the flood control right-of-way (on the south side of San Dimas Canyon Road).

Plan Proposal: None

Implementation: n, o (see Page III-24)

EXHIBIT III-2
TRANSPORTATION SYSTEM MANAGEMENT

The Transportation System Management (TSM) plan is designed to address the short-term transportation needs of urban areas through more efficient use of existing transportation resources. In developing the Transportation System Management plan, urban areas are expected to consider a wide range of actions of operational, pricing and regulatory nature. Typical examples of Transportation System Management actions are traffic operations improvements; provision of reserved lanes and other forms of preferential treatment for transit and other high occupancy vehicles; graduated parking fees and peak-hour tolls to reduce commuter traffic congestion; reduced transit fares to stimulate off-peak use of transit facilities; incentives for ride sharing; provision of better local collection, distribution and internal circulation services in suburban areas; more flexible and responsive routing, scheduling and dispatching of transit vehicles; greater coordination between feeder and line-haul services; and other measures designed to make a more productive use of existing highway and transit investment.

The problem in many cities is not one of too little capacity but rather one of inefficiently used facilities and services. The objective of Transportation System Management is to make more efficient use of the highways and transit systems already in place, and thus reduce the need for new capital investment and, hopefully, for operating assistance.

TRANSPORTATION DEMAND MANAGEMENT

TDM is the set of measures designed to reduce the number of trips made by the single occupant vehicle during the peak traffic period.

As the name implies, TDM does not expand the supply of transportation services or infrastructure, but adjusts the demand for various means to get to work. For example, TDM measures can be categorized into three groups: 1) person trip reduction strategies that eliminate trips altogether (e.g., work at home); 2) vehicle trip reduction strategies that accommodate person trips in fewer vehicles (e.g., vanpooling); and 3) peak period modification strategies that move trips out of the most congested periods (e.g., flex-time). Categorized by these groupings, TDM measures include:

TDM Category	Measures
Person Trip Reduction	Compressed Work Weeks. Telecommunications and Work-At-Home. Non-Work Trip Reduction. Walking and Cycling to Work.
Vehicle Trip Reduction	Carpooling Vanpooling Transit and Shuttles Employer Bus Pass Subsidies or Sales Parking Management Auto Use Restrictions
Peak Period Modifications	Flex-Time User Fees

Other supportive TDM strategies include designing new employment sites to encourage alternative transportation modes, such as, car pools, van pools, transit and bicycling commuting. Also provision of on site amenities, such as, on site cafeterias and automated teller machines can reduce automobile trips.

Plan Proposals

- A: Identify candidate transit stops on the Land Use Plan.
- B: Designate the Packing House on the M&E site as a potential transit stop.
- C: Map the City's existing and proposed recreational trails designating bicycle, equestrian and hiking trails in the Open Space Element.

Implementation:

- a: The City shall require an adequate evaluation of potential traffic impacts associated with proposed new developments prior to project approval. Further, the City shall require the implementation of appropriate mitigation measures prior to or in conjunction with project development.
- b: The City shall prohibit parking on Major roadways to increase the traffic capacity of these roadways.
- c: The City shall identify the major intersections requiring special design treatment to increase their vehicular capacity.
- d: The City shall properly interconnect traffic signals in order to maximize progression and minimize the acceleration/deceleration that produces significantly higher vehicular emission and noise levels.

- e: The City shall ensure that the development of new private driveways do not pose significant traffic conflicts for major roadways and residential collector roads.
- f: The City shall maintain an ongoing monitoring program to ensure the safety of the City's roadway system.
- g: The City shall review site plans to determine if pedestrian access to public transit stops will be direct and convenient.
- h: The City shall require construction of bus turnouts adjacent to new developments where transit demand levels may be sufficient in the future to warrant such accommodations.
- i: Adequate traffic control devices shall be provided for bicycle and equestrian crossings.
- j: The City shall conduct a public information program to increase public awareness of bicycle, equestrian and hiking safety.
- k: The City shall review site plans to determine if shopping areas are designed for pedestrian access.
- l: The City shall require the installation of wheelchair ramps on all new sidewalks and shall encourage their installation in older neighborhoods.

- m: The City shall work cooperatively with developers and the business community to develop funding mechanisms for the construction of future parking facilities.
- n: The City shall require the development and implementation of Transportation Management Plans for key industrial and office areas. These plans shall be designed to reduce peak hour traffic and vehicle miles of travel.
- o: The City shall encourage the development of park-n-ride lots near freeway interchanges in conjunction with Cal-Trans policies.
- p: Enforce and periodically update the zoning ordinance which specifies minimum parking requirements for various types of land use.
- q: Encourage an interchange on Route 30 in La Verne at Foothill Boulevard.
- r: Reevaluate truck routes and update to today's standards for larger trucks and pavement sections.
- s: When development opportunities present themselves, the City shall require the developer to contribute to the construction of a north-south equestrian trail link.

Circulation Element - Goals / Implementation Matrix

Goals / Implementation	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s
C-1. Provide a street network to move people and goods safely and efficiently throughout the City of San Dimas.	■	■	■	■	■	■											■		
C-2. Promote a public transportation system that is safe, convenient, efficient, and meets the identified needs of the City of San Dimas.							■	■										■	
C-3. Promote safe alternatives to motorized transportation that meets the needs of all City residents.									■	■	■	■						■	
C-4. Provide an adequate supply of private off-street and public parking to meet the needs of residents and visitors to the City.												■			■				
C-5. Manage peak hour traffic flow and change demand on the circulation system to reduce traffic congestion where necessary and feasible.													■	■					



IV.
HOUSING ELEMENT

City of San Dimas

General Plan



IV.
HOUSING ELEMENT

City of San Dimas General Plan



INTRODUCTION**Background**

The Housing Element is one of seven required elements which are included in the San Dimas General Plan. The purpose of the Housing Element is to identify local housing problems and needs and to identify measures necessary to mitigate and alleviate these needs and problems for all economic segments of the community. Another key purpose of the Housing Element is to contribute to meeting the State housing goal as stated below:

“The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.” (Section 65581)

The San Dimas Housing Element is organized to present information according to the four principal topics listed below:

1. Housing Needs Assessment
2. Inventory of Resources and Constraints
3. Statement of Goals, Objectives and Policies.
4. Five-Year Housing Program

Authorization

Housing elements were first mandated by legislation enacted about two decades ago in 1967. In 1977, "Housing Element Guidelines" were published by the State Department of Housing and Community Development (HCD). The "guidelines" spelled out not only the detailed content requirements of housing elements but also gave the HCD a "review and approval" function over this element of the General Plan. In 1981, the Roos Bill was passed, thereby enacting Article 10.6 of the Government Code. This bill, in effect, placed the guidelines into statutory language and changed the D/HCD's role from "review and approval" to one of "review and comment" on local housing elements.

The legislation also requires an update of the Housing Element every five years. After adoption by the San Dimas City Council, another revised element is mandated by 1994. By that time, much of the data and statistics from the 1990 Federal Census of Population and Housing should be available for the required update. The 1994 San Dimas Housing Element also will need to address the progress made on achieving the goals, objectives and policies of this Housing Element.

Status of the Current Housing Element

The current Housing Element for the City was adopted in 1982. The Element draft was initially reviewed by HCD in 1981. In addition to the 1981 review, the Department reevaluated the Element in March, 1989, and offered detailed comments to assist in the update of the Housing Element. In summary, HCD noted the need to analyze special housing needs of the homeless, elderly, large families, farmworkers, and female-headed households; inclusion of an inventory of sites suitable for residential development; and review of the 1982 Housing Element to determine effectiveness and progress to date.

Pursuant to housing element law, the detailed analysis incorporated a variety of housing, demographic, economic and real estate indicators. The information collected and reviewed is contained in Technical Appendix C — Housing Element Setting and Technical Appendix D—Housing Element Data Base. The results of the analysis are synthesized below in a Statement of “Findings”.

FINDINGS

1. Substandard housing conditions are not a serious problem in the City.
2. There are an estimated 912 lower-income households who are spending more than 30% of gross income on housing.

3. There is a projected need for 1,243 new housing units during the next five years, according to the Southern California Association of Governments (SCAG).
4. Existing assisted housing is an important and continuing resource to meet the housing needs of San Dimas' lower income population.
5. New housing production will be needed in the future to accommodate the market demand for housing, employment opportunities and population growth.
6. Market-rate housing need (907 dwellings for moderate and high income groups) as projected by SCAG for the 1989-1994 period is generally consistent with the development trends of the late 1980s. (Approximately 2,000 housing units were constructed in the past 10 years.)
7. There is not sufficient development potential within the next five years to meet the total housing production need projected by SCAG.
8. Several cost-reduction strategies are necessary to address the new housing needs of the very low- and low-income population.
9. There are several constraints to housing improvement and rehabilitation.
10. Section 8 Federal Housing Assistance subsidies for lower income households are limited and much less than total community need.
11. Adequate shelter and housing for homeless persons and families will require comprehensive and county-wide strategies.
12. The high cost of new housing in San Dimas and throughout Los Angeles County will impede the homeownership aspirations of first-time buyers.

13. Infrastructure capacity is adequate to enable new development of the scale projected by SCAG between 1989 and 1994; however, improvements are needed in the long-range through the year 2020.
14. There is a community preference for new housing to be predominantly owner-occupied and to ensure the quality of housing of all new construction.

GOALS STATEMENT H-1:

TO PROVIDE A HOUSING SUPPLY OF ADEQUATE PHYSICAL CONDITION
IN ALL THE RESIDENTIAL NEIGHBORHOODS

OBJECTIVES:**POLICIES:**

1.1 In the next five years, inspect 300 housing units which may have hazardous conditions.	1.1.1 Ensure that mobile home structures are providing decent, safe and sanitary shelter pursuant to State law.
	1.1.2 Evaluate alternative ways to implementing the housing quality standards of the Uniform Housing Code for purposes of supplementing the "complaint basis" approach.
	1.1.3 Continue housing code enforcement on a city-wide basis to correct substandard housing problems.
1.2 Rehabilitate 150 housing units in the next five years.	1.2.1 Continue to provide financial assistance to facilitate housing rehabilitation through the Community Development Block Grant, or successor programs.
	1.2.2 Dilapidated housing infeasible to rehabilitate should be replaced with new construction.

Plan Proposals: None

Implementation Measures: a, b, d, e, f, g, h (See Page IV-9)

GOAL STATEMENT H-2:

**ACHIEVE HOUSING COSTS WITHIN THE ABILITY-TO-PAY OF ALL
ECONOMIC SEGMENTS AND SATISFY THE NEEDS OF HOUSEHOLDS
WITH SPECIAL NEEDS**

OBJECTIVES:	POLICIES:
2.1 Provide housing assistance to an additional eight lower income households in existing housing in the next five years.	2.1.1 Use tax increment set-aside for low/moderate cost housing in the City. 2.1.2 Ensure retention of projects approved as low/moderate-income housing. 2.1.3 Promote federal housing subsidies for lower income households through the County Housing Authority Section 8 Rental Assistance Program. 2.1.4 Impose criteria by which each potential condominium, stock cooperative or community apartment conversion shall be evaluated prior to permitting the conversion.
2.2 Continue to support seniors home sharing.	2.2.1 Provide housing for the elderly which is convenient to adequate public services such as transportation, commercial, recreation, cultural and health facilities. 2.2.2 Assist in meeting the needs of homeless persons and families through coordination with the County and other service providers. 2.2.3 Assist San Dimas residents and workers by providing housing opportunities for all income segments.

Plan Proposals: None

Implementation Measures: c, e, i, j, l (Page IV-9)

GOALS STATEMENT H-3:

ACHIEVE THE DEVELOPMENT OF NEW HOUSING FOR ALL ECONOMIC SEGMENTS

OBJECTIVES:**POLICIES:**

3.1 Plan and facilitate the production of 850 housing units in the next five years.

3.1.1 Evaluate new development or construction methods and technology related to housing in order to increase the supply of housing for all segments of the community.

3.1.2 Provide opportunities for the development of middle and upper income multi-family dwellings in the City during the next 5 years.

3.1.3 Encourage the development of new housing for all income groups to allow for mobility in the housing supply.

3.1.4 Encourage development of a sufficient housing supply necessary to maintain a minimum city-wide vacancy factor of approximately 3% in order to promote a healthy rental market through the filtration process and to provide locational choice.

3.1.5 Ensure the continued affordability of new housing for lower and moderate income households and avoid windfall profits in housing assisted by the City.

3.1.6 Evaluate the feasibility of an equity sharing program to assist first-time buyers.

OBJECTIVES:	POLICIES:
3.2 Construct 20 housing units for senior citizens and 20 new rental units for moderate income families.	<p>3.2.1 Promote the use of funding programs designed to meet the special needs of senior citizens.</p> <p>3.2.2 Promote joint public-private endeavors to achieve the construction of moderate income rental units.</p> <p>3.2.3 Promote resident ownership in existing and future mobile home park developments.</p>

Plan Proposals: None

Implementation Measures: c, i, j, r, l (See Page IV-9)

IMPLEMENTATION MEASURES — Housing Stock Improvement

There are 10 programs presently being implemented which serve to meet numerical objectives established for maintaining and improving the condition of housing:

- a: Housing Code Enforcement and Abatement Program
- b: CDBG Rehabilitation Loan Program
- c: Condominium and Mobile Home Park Conversion Ordinance
- d: Mobile Home Park Housing
- e: Section 8 Rental Assistance
- f: Youth Employment Service
- g: Neighborhood Beautification Program
- h: Historical Preservation Program

- i: 20% Set-Aside
- j: Senior Shared Housing Program

Housing Code Enforcement and Abatement Program

The City has adopted and enforces the Uniform Housing Code. The purpose of the Housing Code is to provide minimum requirements for the protection of life, limb, health, property, safety and welfare of the general public and the owners and occupants of residential buildings.

Several conditions are listed in the Housing Code which can cause a dwelling unit to be considered substandard. Any one of these conditions is sufficient to warrant a violation to the extent that it endangers life, limb, health, property, safety and welfare of the public or occupants.

In November, 1989, the City initiated a vigorous Nuisance Abatement program designed to take action in cases of long-standing code enforcement cases in which violators failed to make necessary corrections or where unsafe dwellings were involved in probate or litigation. During the first two months of the program, nine dwellings were cited of which four were designed for demolition and five designated for possible rehabilitation.

CDBG Rehabilitation Loan Program

Through the use of CDBG resources, the City encourages housing rehabilitation by several methods. The City plans to issue deferred loans to low and moderate income persons for major repairs on their homes. In addition to the loans, the City plans to approve grants for low and moderate income persons so that minor repairs can be completed on their homes. Besides these activities, the City plans to paint the exterior of homes, install smoke detectors, and install security locks for qualified home owners. Approximately 50 San Dimas residents receive assistance using CDBG funds annually.

Condominium and Mobile Home Park Conversion Ordinance

In 1981, the City adopted an ordinance regulating the conversion of apartment buildings and mobile home parks to condominium ownership units. Among the stated goals of the ordinance are:

1. To establish criteria for the conversion of existing multiple family rental housing or mobile home parks to condominiums, community apartments, and cooperative apartments.
2. To reduce the impact of such conversions on residents in rental housing or mobile home parks who may be required to relocate due to the conversion of units or space to condominiums, community apartments, and stock cooperatives by providing procedures for notification and adequate time and assistance for such relocation.

In addition to requiring that converted units be brought into conformity with Building Code requirements, the ordinance requires extensive tenant notification and right of first refusal to purchase. The ordinance provides that the Planning Commission, in considering a conversion request, must also consider the effect on the City's low and moderate income housing supply.

Mobile Home Park Housing

The owner of a mobile home park is required to comply with State law (Government Code 65863.7) governing the closure of mobile home parks and to justify to the Planning Commission and City Council that conversion to another use meets the General Plan, both in its land use designation and the City's Housing Element with its stated policy of preserving the current mix of mobile home parks in the City's housing stock (currently 6.8%).

Section 8 Rental Housing Assistance

This program provides financial assistance to eligible lower income households who spend more than 30% of income on housing costs. The program is administered by the Los Angeles County Housing Authority under cooperation with the City. Currently, the Housing Authority assists Villa San Dimas 40 unit Section 8 apartments lower income households in San Dimas. The present "Housing Assistance Plan" contains a three-year goal of

eight additional Section 8 Existing Rental Assistance units. The capacity to meet this goal is severely hampered by the resources available from the U.S. Department of Housing and Urban Development and the low vacancy rate of the apartment housing stock. Because of the low vacancy rate and turnover, it is difficult for program-eligible households to move into apartment housing within the rent ceilings of the Section 8 program.

Youth Employment Service

The City operates a youth employment program which has, among its specific activities, a service whereby the City pays homeowners one-half the cost of repairs, painting and other maintenance needs. The program was designed for those who do not qualify for CDBG programs. Two rebates have been processed and issued.

Neighborhood Beautification Program

The City established an initial pilot clean-up program to provide minor repairs within the Pioneer Park Neighborhood. This Program has been expanded to include 3 additional neighborhoods generally referred to as the Gaffney/Hera, Alford/Oberg, and the Pear-Ianna/Groverton/Oakway neighborhoods. A total of \$8,000 was budgeted for fiscal year 1989-90, and resulted in 360 cubic yards of trash removed.

Historic Preservation Program

The City is currently developing historic element to protect residential units, neighborhoods and other uses which have historical significance.

20% Set-Aside

In August of 1986, the San Dimas Redevelopment Agency adopted and filed with the Department of Housing and Community Development a resolution establishing a statement of existing programs and a statement of existing obligations which determined, pursuant to Section 33334.2 of the California Health and Safety Code, that setting aside 20 percent of the taxes allocated to the Agency pursuant to Section 33670 of said Code from the Agency's Project Area would interfere with the Agency's ability to meet existing debt obligations and would impair the Agency's ability to complete those projects and programs approved by the Agency prior to January 1, 1986.

This prior finding allows the Agency to continue the implementation of its redevelopment program without setting aside housing funds; however, it also carries with it an obligation to do additional housing work after 1996. The City of San Dimas has historically worked toward meeting its housing obligations and the only reason to delay housing set-aside requirement is that it impairs the Agency's ability to continue with its established program. As

another option, the law permits the Agency to make a finding that the community is making an equivalent effort in areas of low- and moderate-income housing, which was the case for Fiscal Year 1989-90.

Twenty percent of the taxes projected to be allocated to the Agency in Fiscal Year 1989-90 pursuant to Section 33670 of the California Health and Safety Code from the Agency's Project Area amounts to an estimated \$240,000. The community proposes that direct financial contributions to local funds, consisting of a combination of Community Development Block Grant Funds, redevelopment tax increment and general fund monies, which funds are being utilized to improve and/or increase the supply of housing available for persons and households of low, moderate and very low income, are equivalent to the estimated \$240,000 in funds which would otherwise be required to be set aside by the Agency. The programs and corresponding funding levels are as follows:

1. City contribution to private-public low- and moderate-income housing project — \$180,000.
2. Current City update of Housing Element — \$10,000.
3. City program to improve residential properties in Pioneer Park Area, many of which are occupied by persons of low and moderate income — \$8,000.

4. City zoning code enforcement program, focusing on property maintenance benefiting persons of low and moderate income — \$20,000.
5. Program Administration — \$21,800.

Based on the programs set forth above, the Agency finds that it is making an equivalent effort in improving and/or increasing the supply of low- and moderate-income housing.

Senior Shared Housing Program

The City implements this program which serves to reduce housing costs for participants. Through this program, senior owners share their housing with another senior household in order to reduce both the owner and renter monthly payments.

Housing Production

There are two programs or actions which affect the number of housing units which can be produced:

k: Land Use Element/Zoning Ordinance

l: Density Bonus Policies

Land Use Element/Zoning Ordinance

Potential housing development under the revised General Plan amounts to about 811 new dwelling units. Densities above 18 du/ac appear necessary to render feasible the production of new housing to accommodate the needs of the

very low and low income owner and renter households. Such intensities may be acquired by density bonus programs (described below).

Density Bonus Policies

State density bonus law was enacted to “contribute significantly to the economic feasibility of low- and moderate-income housing in proposed housing developments”. To this end, State law requires localities to provide density bonuses over the otherwise zoned maximum density to developers who agree to specified conditions. Those conditions are to construct a certain percentage of development for lower-income households or senior citizens.

A new policy for future implementation is incorporated in the 1989-1994 updated Housing Element. That action program is the establishment of policies and procedures for implementation of recently enacted State amendments to the density bonus law. Previous law required local agencies to grant a density bonus or a housing incentive of equivalent value to a developer of a low-income housing unless the local agency made a finding that the incentives were unnecessary to provide affordable rent prices. The law applied to housing developments where at least 20% of the units are constructed for low- or moderate-income households.

Chapter 842 will require the local agency to grant the density bonus and at least one additional regulatory concession or incentive, unless the local agency makes a finding that the additional concession or incentive is not required to ensure continued affordability of the targeted rental units. In addition, Chapter 842 makes these provisions applicable solely to lower income households as defined under existing law.

Under existing law, housing developments subject to density bonuses or other equivalent incentives are required to be occupied as low- or moderate-income units for 30 years, if certain direct financial contributions were made by the local agency. This Chapter extends this 30-year set-aside requirement to any development with lower income density bonus units. If the local agency does not grant at least one additional concession or incentive, however, then the set-aside requirement for lower income density units is only ten years.

Equal Housing Opportunities

San Dimas intends to implement the following four policies relating to equal housing opportunity:

1. To continue to implement equal housing opportunity statutes and executive orders through participation in the Community Development Block Grant Program or successor programs.

2. To coordinate the resolution of discrimination complaints with the local office of the Fair Employment Practices Commission.
3. To continue to cooperate with the Los Angeles County Housing Authority in promoting equal housing opportunity.
4. To discourage discrimination in the sale or rental of housing on the basis of the householders age or families with minor children.

In addition, the City will evaluate other ways of promoting fair and open housing such as those cited by the State Department of Housing and Community Development. This effort will be coordinated by the City with the County Housing Authority and the San Dimas Community Redevelopment Agency.

RELATIONSHIP/CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

The Housing Element was part of the entire General Plan Update and the work was performed concurrently with the other general plan elements. There is consistency between the Housing Element and the other general plan elements, particularly the Land Use Element.

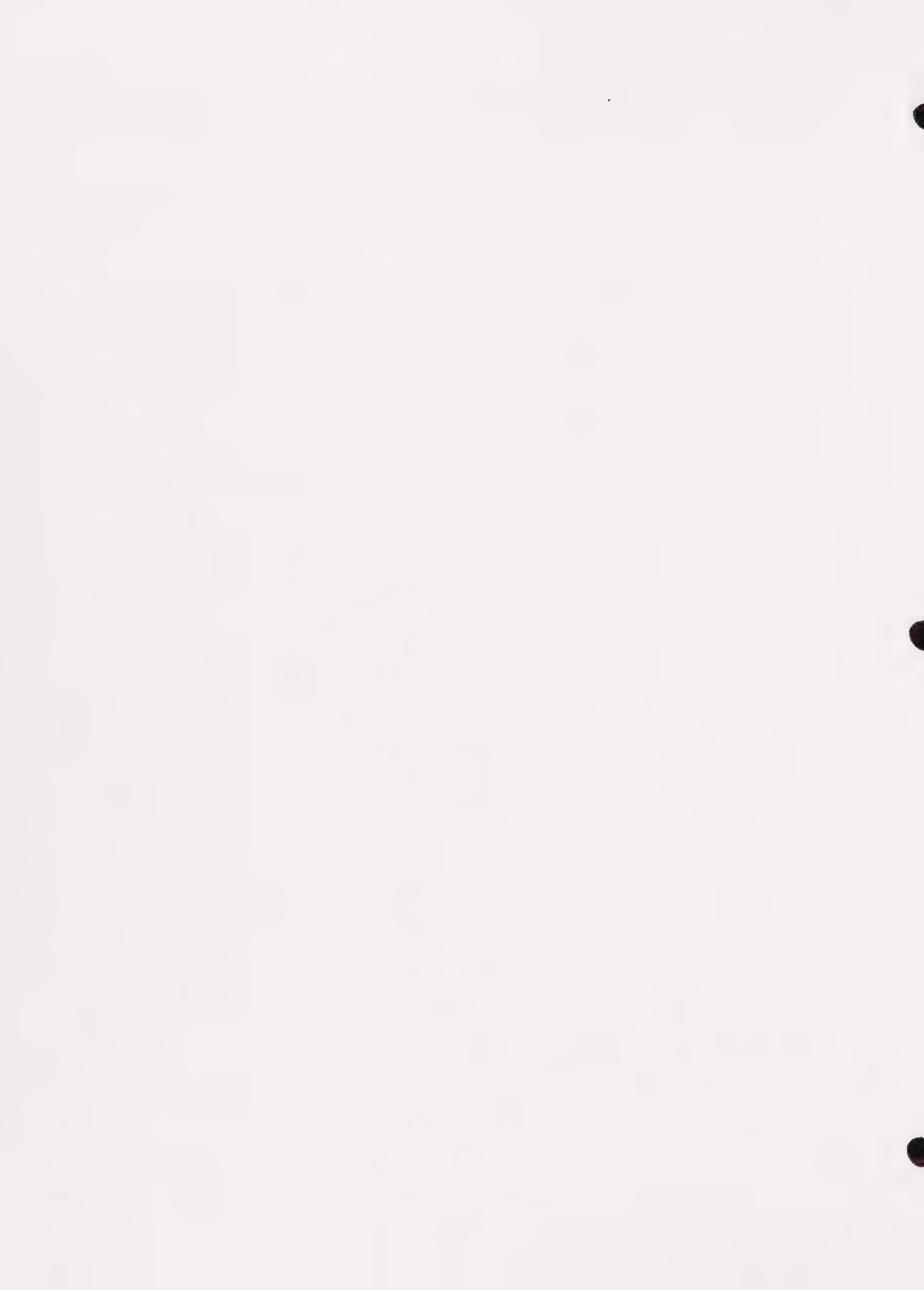
CITIZEN PARTICIPATION

At the Commencement of the General Plan preparation, a General Plan Advisory Committee (GPAC) was established. The GPAC consists of 20 members representing various interest groups and met on a monthly basis throughout the General Plan preparation. In addition, three community workshops were held at which time all residents of the City were invited to attend and to make input into the Housing Element.

In addition to the GPAC, public hearings will be held (and notices published) before the Planning Commission and City Council. Public input will be encouraged, documented, and where feasible, inputted into the General Plan and various elements thereto, including this Housing Element.

Housing Element - Goals / Implementation Matrix

Goals / Implementation	a	b	c	d	e	f	g	h	i	j	k	l
H-1. Provide a housing supply of adequate physical condition in all the residential neighborhoods.	■	■		■	■	■	■	■				
H-2. Achieve housing costs within the ability to pay of all economic segments, and satisfy the needs of households with special needs.			■		■				■	■		■
H-3. Achieve the development of new housing to meet the needs of all economic segments.			■						■	■	■	

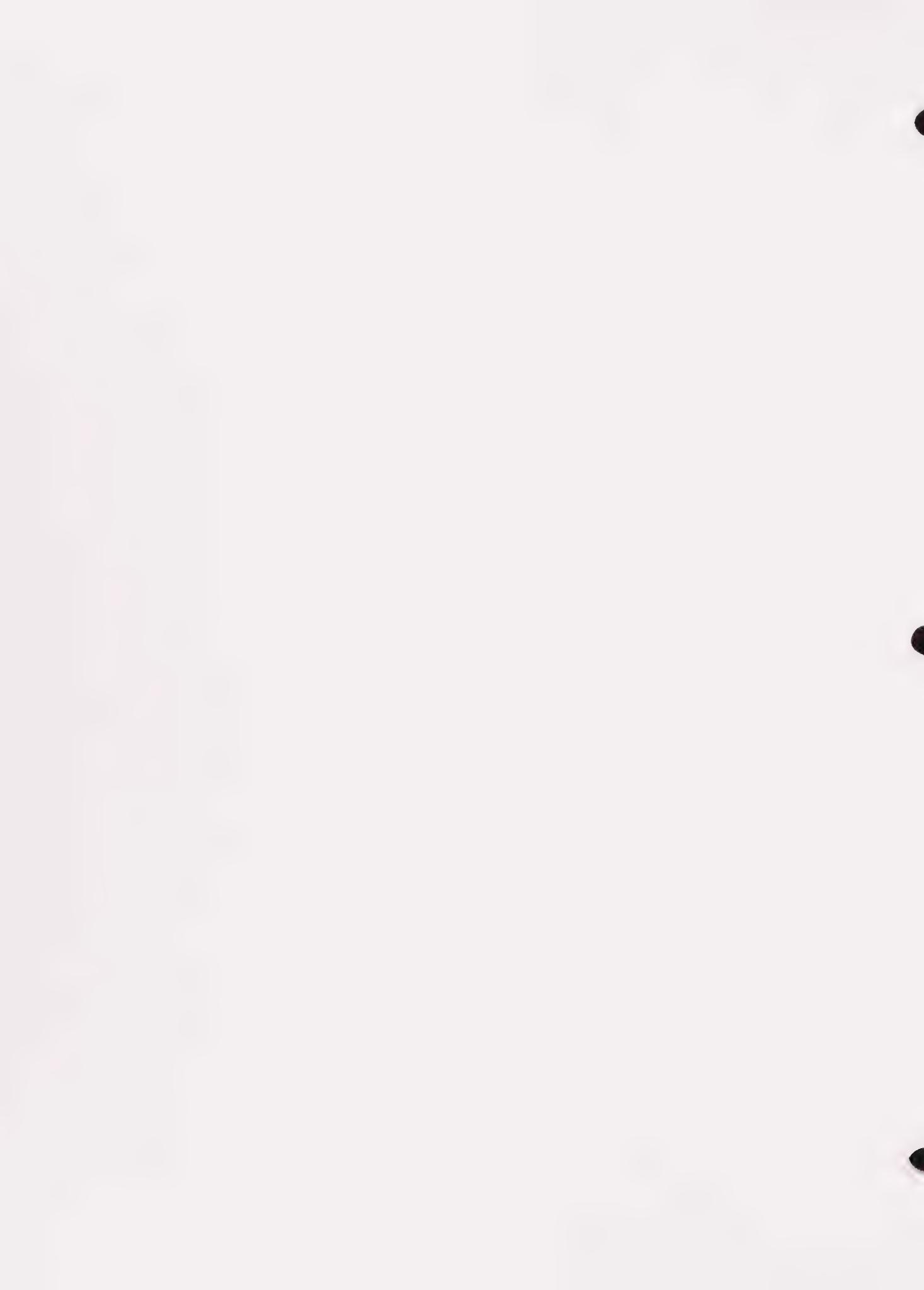


V.

OPEN SPACE ELEMENT

City of San Dimas

General Plan



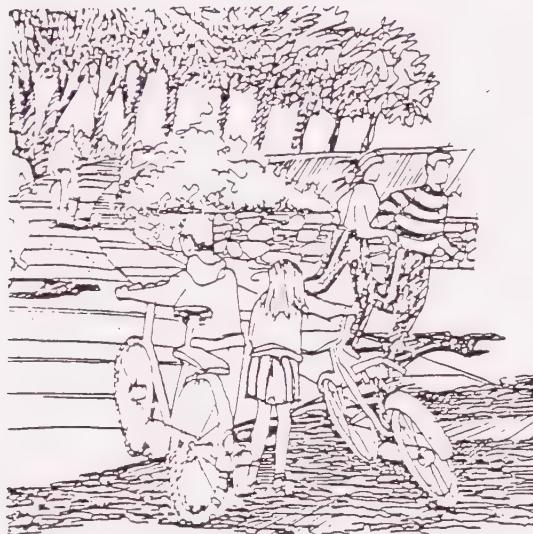
V.
OPEN SPACE ELEMENT

City of San Dimas

General Plan



INTRODUCTION



The Open Space Element designates “open-space land” which is defined by Section 65560(b) of the Government Code as “any parcel or area of land or water which is essentially unimproved and devoted to open space use...” Open space use, in turn, is defined to encompass four principal categories:

- Natural resources,
- Managed production of resources,
- Outdoor recreation and
- Public health and safety.

The Conservation Element overlaps those categories of the Open Space Element which deal with open space for the preservation of natural resources and open space for the managed production of resources they are discussed in the Conservation Element. Open Space for public health and safety is discussed as part of the Safety Element.

A comprehensive open space baseline setting, existing conditions and community attitudes regarding open space are detailed in the Technical Appendix.

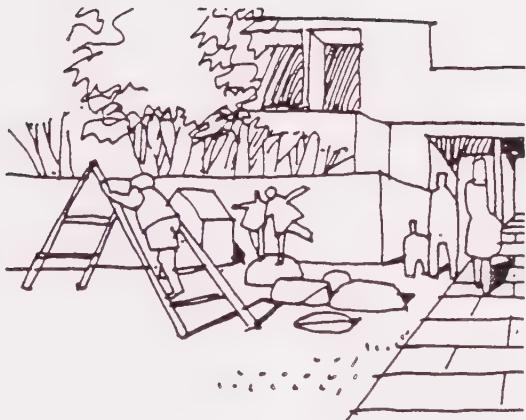
FINDINGS

The following findings summarize a comprehensive open space analysis consisting of interviews, review of existing documents, community attitude survey, community-wide workshops and numerous work sessions with the General Plan Advisory Committee (GPAC) including:

- Future demand for park land and facilities;
- Opportunities for meeting the demand for outdoor recreation;
- Trails; and
- Scenic resources.

These findings form the basis for the updated open space element's goals, objectives, plan proposals and implementation measures.

Future Demand for Park Land and Recreation Facilities



A detailed analysis was undertaken to determine the City's future demand for park land and recreation facilities. Detailed information on park land and park facilities data is contained in the Technical Appendix. The summary of future demand for park land and recreation facilities analysis is summarized as follows:

There are fourteen City operated recreational facilities, which include twelve parks, a Swim and Racquet Club and the recently completed Sportsplex. As Table V-1 illustrates, of the fourteen recreational facilities, Horsethief Canyon Park, the Swim and Racquet Club and the Sportsplex are considered Community parks and total about 138 acres. The remaining parks are considered

INVENTORY OF OUTDOOR RECREATION RESOURCES				
City Parks	Community Park (acres)	Neighborhood Park (acres)	Type	Radius
1. Sportsplex	25.00		Community	2 mile
2. Horsethief Cyn. Park undeveloped	110.00		Community	2 mile
3. Kiwanis Korner		0.25	Neighborhood	1/2 mile
4. Ladera Sera Park		3.00	Neighborhood	1/2 mile
5. Loma Vista Park		1.00	Neighborhood	1/2 mile
6. Lone Hill Park		9.11	Neighborhood	1/2 mile
7. Marchant Park		9.11	Neighborhood	1/2 mile
8. Pioneer Park		5.00	Neighborhood	1/2 mile
9. Rhoades Park		0.12	Neighborhood	1/2 mile
10. Terrebonne Park		0.25	Neighborhood	1/2 mile
11. Via Verde Park		8.50	Neighborhood	1/2 mile
12. Swim and Racquet Club	2.50		Community	2 mile
13. Civic Center Park		2.12	Neighborhood	1/2 mile
14. Briggs Point		0.50	Neighborhood	1/2 mile
TOTAL	137.50	38.96		
			Source: City of San Dimas Department of Human Services - 1990	

TABLE V-1
INVENTORY OF OUTDOOR RECREATION RESOURCES

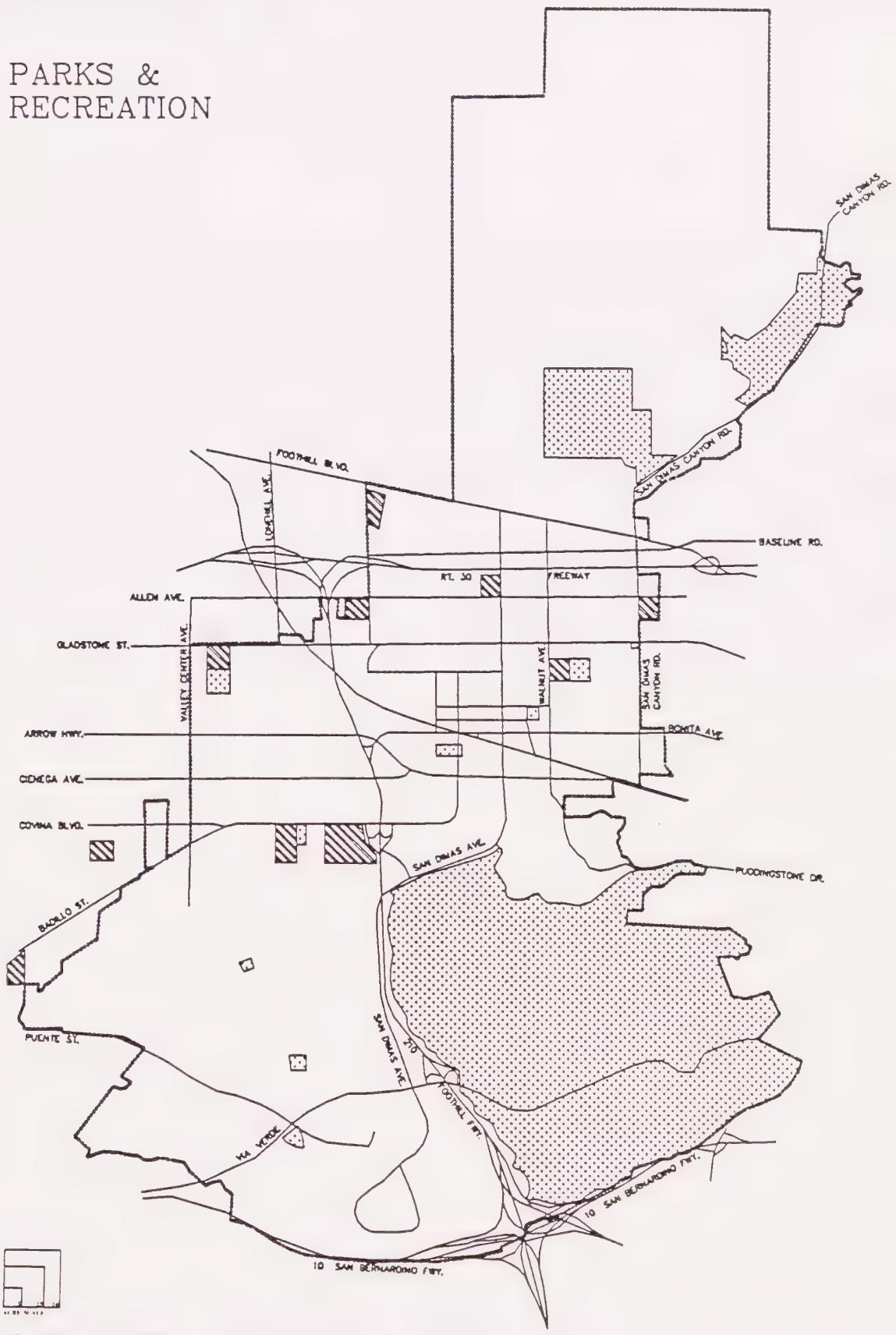
neighborhood parks, which total about 39 acres. Exhibit V-1 illustrates existing and proposed parks.

The Urban Land Institute has established park land standards for community recreation, for the purposes of this analysis, we had applied these standards to San Dimas. They include: 2.0 acres of land per 1,000 population for neighborhood parks and 3.5 acres of land per 1,000 population for community parks. The park service radius for a community park is 2 miles; and 1/2 mile for a neighborhood park. The Table V-2 summarizes the City's future park land need based upon the projected population of 34,945. Park land deficiencies and surpluses were determined by comparing the City's present park acreage inventory to the Urban Land Institute standard. As Table V-2 illustrates, there is a deficiency of 31 acres for neighborhood parks and a surplus of 15 acres for community parks. Further analysis regarding park accessibility based upon park service radius standards leads to the conclusion that the current need is for two neighborhood parks one in the north and another in the southwest part of the City.

Table V-3 identifies the City's future recreational facilities deficiencies and surpluses in terms of meeting those needs with:

- Its own facilities;

PARKS &
RECREATION



COMMUNITY DEVELOPMENT DEPARTMENT
CONSULTANTS: CASTANEDA/TAKATA ASSOCIATES

EXHIBIT V-1

TABLE V-2
PARK LAND NEEDS ANALYSIS

TABLE V-3
FACILITIES ANALYSIS

- Its own facilities and school facilities; and
- Its own facilities, school facilities and County park facilities.

The City's recreation facility needs were based upon the projected City population of 34,945 and compared with park facility standards established by the National Recreation and Park Association; Park and Recreation Division, League of California Cities; and Time Savers Standards for Landscape Architecture. Based upon this analysis, the City's General Plan build-out population will increase by 9% from 31,800 to 34,945. Table V-3 illustrates the recreation facility needs required to meet this future demand.

Table V-3 also illustrates that the park deficiencies may be, with some exceptions as noted below, partially satisfied when existing schools and County park facilities are included in the inventory. The major facility deficiencies include the need for: sports fields for softball (5); handball courts (4); volleyball courts (7); Tot Play areas (10); Play areas (4); and multi-purpose building (5).

The GPAC identified that it would be desirable to have a city heritage park for historical and city image purposes. Potentially, a heritage park would include a demonstration citrus grove, farm implements, and other features which would preserve the agricultural heritage of San Dimas. The City, however, operates an existing citrus demonstration grove named "Teague Grove" adjacent to the historical "Martin House" on the southwest corner of Bonita Avenue and Walnut Avenue.

Meeting the Demand for Outdoor Recreation



Court games are popular in the City

Additional park land will be required to meet the City's future recreation needs. The following findings discuss the opportunities for joint use and joint development with the school districts, County and development of new park land.

School District Lands

The opportunity to jointly utilize school district land for park and recreation is very attractive because public open space may be shared for educational and recreational purposes with no new costs for acquisition and maintenance. The joint-use and joint development of the Sportsplex at San Dimas High School is a successful example of how the City and school district can share facilities. Table V-4 presents an inventory of the open space available on school land, excluding structures, for potential joint use, joint development and shared maintenance.

Through joint development and joint use agreements with the school districts the City's park and recreation facilities needs may be partially met by entering into agreements for Ekstrand Elementary School, Gladstone Elementary School, Allen Ave. Elementary School, Shull Elementary School, Sutherland Elementary School, Glenoaks Elementary School, and Lone Hill Intermediate School. The schools can also offer joint use opportunities to meet the need for multi-purpose buildings at Ekstrand Elementary School, Lone Hill Intermediate School, and San Dimas High School.

Table V-5 illustrates various facilities and locations where these park and recreation needs may be met. The total of 15 acres from these joint use agreements would be dedicated for these facilities identified in Table V-5. The additional parkland acreage will be satisfied by the development of new parkland. (See discussion on new parkland).

INVENTORY OF CITY SCHOOLS			
City Schools	Size of Open Space (acres)	Type	Joint-Use Agreement
1. Allen Avenue School	1 0	Elementary	
2. Ekstrand School	1 0	Elementary	
3. Gladstone Street School	1 0	Elementary	
4. Shull School	1 0	Elementary	
5. Sutherland Avenue School	1 0	Elementary	
6. Lone Hill School	2 0	Intermediate	
7. Cont. High School	0	High School	
8. San Dimas High School	4 0	High School	yes, with Sportsplex
9. Glen Oaks School	1 5	Elementary	
TOTAL	1 2 5		

Source: Bonita Unified School District and Charter Oaks Unified School District - 1989

TABLE V-4
INVENTORY OF SCHOOL SITES

TABLE V-5
MEETING PARK FACILITY NEEDS

County Regional Parks

Within the City limits are two County regional parks, Bonelli Park (1650 acres) and San Dimas Canyon Park (130 acres). Although the regional parks would provide a significant park land acreage per capita, they do not always meet local recreation needs, therefore, they were not included in the total park land inventory. However, an analysis of the facilities in the two regional parks (see Table V-3) indicates that the park's tot play areas, sports fields and multi-purpose buildings may provide an opportunity to meet some of the City's recreation needs.

Bonelli Park has been a concern to the City because of the development of high intensity facilities, such as, the Raging Waters water park. The community has demonstrated an on-going concern for the proposed permanent and temporary facilities in Bonelli Regional Park. The community is against uses which cause excessive noise, traffic, congestion and similar impacts detrimental to passive recreation and adjacent City neighborhoods. The activities in the park should be passive recreation such as boating, fishing, bird watching, picnicking, horseback riding, hiking and biking.

Development of New Park Land

The development of new park land is summarized in Table V-5 and they include the Railroad Property Mini-parks, Rancho Park, Bluff Park, and three mini parks. Exhibit V-1 depicts existing and proposed parks.

The total acreage for the new parks is 17.5 acres. When combined with the joint use acreages of the various schools, the total parkland area is 32.5 acres, meeting the parkland criteria identified in the earlier sections of this element.

Trails



The City has an equestrian trails commission

There are three categories of trail development in the City of San Dimas:

- Equestrian;
- Bicycle; and
- Hiking.

These existing trails are depicted in Exhibit V-2.

As Exhibit V-2 illustrates, the City has developed an extensive system of equestrian trails; the need has basically kept up with the demand. The City has an Equestrian Commission; they review proposed trails and recommend trails and facilities for implementation to the City Council.

The community attitude survey and community meetings confirmed the equestrian trail needs have been adequately met. However, the survey and community meetings also identified the need for bicycle trails and hiking trails. The community attitude survey indicated development of bicycle trails should be a higher priority than equestrian trails.

There are opportunities to link equestrian, bicycle and hiking trails to existing regional trails and to trail systems of the adjacent cities of Covina, Glendora, La Verne and Pomona.

Exhibit V-2 also identifies future and trail recommendations. The basis for the trail design includes:

- Priority for the implementation of bicycle trails at a local level.
- Connections to regional trails.
- Recreational opportunities within the City to connect activity areas and opportunities to utilize utility rights-of-ways.
- Creation of trails for hiking and biking in the canyon and the hillside areas.
- Develop trail linkages with Northern Foothills, Bonelli Park and Walnut Creek.



Connect City trails to regional trail systems



GENERAL PLAN

RECREATIONAL TRAILS

LEGEND

- CITY LIMITS LINE
- EQUESTRIAN TRAIL (CITY)
- UNDEVELOPED EQUESTRIAN TRAIL (CITY)
- EQUESTRIAN TRAIL (COUNTY)
- BICYCLE ROUTE (COUNTY)
- HIKING TRAILS (COUNTY)

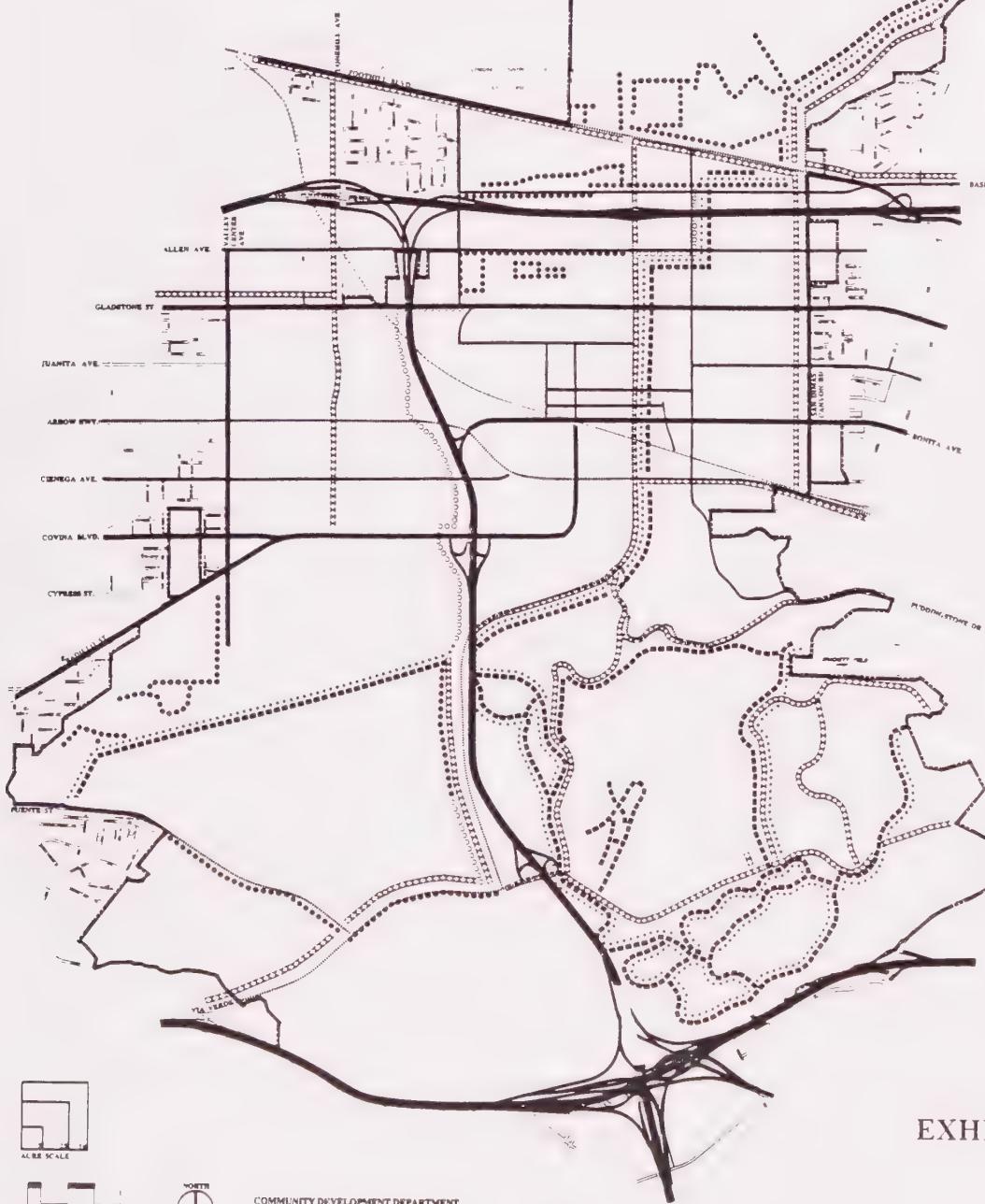


EXHIBIT V-2



COMMUNITY DEVELOPMENT DEPARTMENT

CONSULTANTS: CASTANEDA/TAKATA ASSOCIATES

The proposed trails include an additional 3.66 miles of bicycle trails, 1.96 miles of hiking trails and 11.09 miles of multi-use trails.

The following proposed trails are identified in Exhibit V- 2, and are listed as follows:

<u>LOCATION</u>	<u>LENGTH (MILES)</u>	<u>TYPE</u>
Badillo Street	.85	Bicycle Route
Covina Boulevard	1.53	Bicycle Route
Arrow Highway	1.28	Bicycle Route
San Dimas Avenue	.94	Multi-use
Via Verde	1.02	Multi-use
Rail Road Easement	2.30	Multi-use
Canyon/Hillside	7.85	Multi-use
Cypress to Puente	.94	Multi-use
San Dimas Canyon Road	1.4	Multi-use
Railroad R.O.W.	3.0	Multi-use

SCENIC RESOURCES

City Image

It has been the goal of the City in past general plans to maintain a rural image for San Dimas. The Community has a strong desire to keep a small town image. The goal is still relevant today because its importance was voiced by the GPAC, in the community meetings and confirmed by almost all of the community attitude survey respondents. Important elements which reinforce the rural image include

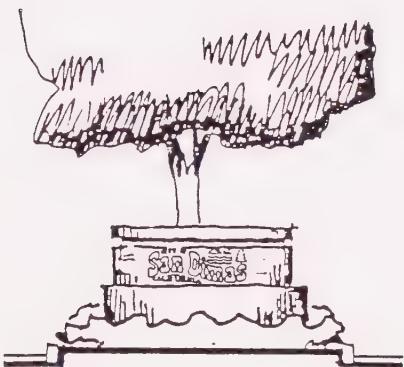
- scenic resources
- equestrian uses trails
- downtown western theme
- agricultural heritage
- historic character

The scenic resources of the City include: the open foothills and canyons and views to the San Gabriel Mountains. The northern foothills, Way Hill, San Dimas Canyon, Sycamore Canyon, Walnut Creek, Cinnamon Creek and other associated canyons are unique visual resources within the City of San Dimas.

These resources are of particular concern by the community because they are visible from most areas of the City.

The Equestrian image and trails reinforce the City's rural atmosphere. Equestrian uses have been actively pursued by the City through the establishment of the equestrian commission, equestrian residential developments, and a strong equestrian trail program.

Almost all respondents in the community attitude survey said they liked the Downtown western theme. They felt Downtown is a major ingredient in maintaining this rural community image. The front facade and streetscape environment facing Bonita Avenue are well maintained and create a rural western environment. The rear facade



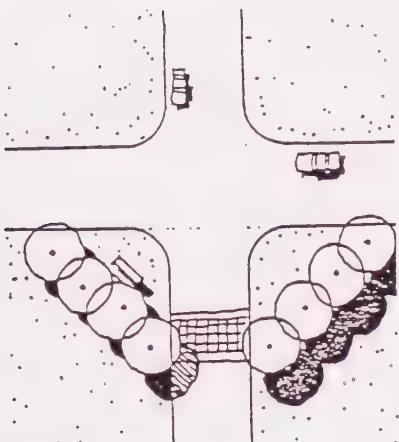
Gateway signs welcome visitors to San Dimas

area, however, needs to be visually upgraded and organized. A detailed improvement program is discussed in the Land Use Element.

Keeping the City's agricultural heritage was recommended by the GPAC. A park which has a small citrus grove and based on a historic agricultural theme would complement the desired rural image.

Scenic Highways

The scenic highway system is one of the major means in which one experiences the rural environment of the City of San Dimas. These scenic highways provide a framework for organizing the visual environment of the City. Identifying certain roadways within the City as scenic highways gives the City an opportunity to communicate the city image through landscaping, medians, signage, land use controls and other streetscape elements. Scenic highways have varying degrees of significance: regional and local. The 210 Foothill Freeway and Highway 30 are considered scenic corridors of regional significance because of the quality of their environment and the large number of people traveling these routes. City entries, and views to critical areas within the City may be controlled within these scenic corridors. Local scenic highways have various reasons for designation. Walnut Avenue and San Dimas Avenue are scenic corridors because



Gateways will have signs, paving and landscaping

DEVELOPMENT POLICIES

A development policy is a general plan statement that guides action; it includes:

- Goal
- Objectives
- Policies
- Plan Proposals
- Implementation Measures

Please refer to Section I for a detailed definition and explanation of how the Plan proposals and implementation measures are referenced.

These development policies are summarized in a matrix on page V-34.

GOALS STATEMENT OS-1:**MAINTAIN THE RURAL OPEN SPACE ATMOSPHERE**

OBJECTIVES:	POLICIES:
1.1 Continue to enhance the “Western theme”, “Early California Theme” and Frontier Village themes within the City.	1.1.1 Retain the low density atmosphere of San Dimas. 1.1.2 Require more open space from Higher density residential developments. 1.1.3 Discourage intensive development at Bonelli Regional Park.
1.2 Maintain a quiet and serene atmosphere in the City's.	

Plan Proposals: See Open Space Map, Exhibit V-3.

Implementation: k, l, m, y (see pages V-30)

GOALS STATEMENT OS-2:

**MAINTAIN OPEN SPACE FOR THE PROTECTION OF PUBLIC HEALTH
AND SAFETY**

OBJECTIVES:

2.1 Protect life and property of the citizens of San Dimas from natural disasters.

POLICIES:

2.1.1 For public health and safety designate potential hazard areas, such as, flooding, seismic, land slides, fire, and other hazardous areas as open space.

Plan Proposals: See Safety Element

Implementation: aa, (see page V-30)

GOALS STATEMENT OS-3:

**PROVIDE PARK AND RECREATION FACILITIES TO ADEQUATELY SERVE
THE RESIDENTS OF THE CITY**

OBJECTIVES:

3.1 Develop and maintain pedestrian/bicycle/equestrian trails which provide connections with the major activity areas,

POLICIES:

3.1.1 In areas where minimum standards can not be met for a small neighborhood park, mini parks should be encouraged to help satisfy the needs of the residents in the immediate areas.

3.2 Develop new parks in areas which are now being inadequately served relative to current standards.

Plan Proposals: None

Implementation: a, b, c, d, e, f, g, h, i, n, o, t, v, y (see page V-30 and Circulation Element Implementations)

GOALS STATEMENT OS-4:**PRESERVE SAN DIMAS' SCENIC RESOURCES****OBJECTIVES:**

- 4.1 Preserve existing views of the foot-hills.
- 4.2 Enhance the scenic highways with in the City.

POLICIES:

- 4.1.1 Minimize views to development from the trails within the natural areas and view corridor.

Plan Proposals: B, C (see page V-26)

Implementation: u, z (see page V-30)

GOALS STATEMENT OS-5:**PRESERVE THE CITY'S NORTHERN FOOTHILLS****OBJECTIVES:**

- 5.1 Preserve the existing ridge lines
- 5.2 Preserve the topographic and scenic character of the Northern Foothills.

POLICIES:

- 5.1.1 Development shall conform to terrain.
- 5.1.2 Protect views and viewsheds of the foothills.

Plan Proposals: See Land Use Map, Exhibit II-4

Implementation: a, k, l (see page V-30)

GOALS STATEMENT OS-6:**PROVIDE ACCESS TO PUBLIC OPEN SPACE**

OBJECTIVES:	POLICIES:
6.1 Provide access to trails, parks and other public open space areas.	6.1.1 Retain and enhance existing recreational developments 6.1.2 Develop equestrian and bicycle trails and facilities that provide linkage between the City and the foothills, adjacent city trails, park and ride facilities and other major areas of interest. 6.1.3 Upgrade existing recreational trails to meet City standards. 6.1.4 Equestrian facilities such as private and commercial stables and trail head staging areas, with parking for trailers and off loading of horses, should be considered for development in easily accessible areas of the City, and wherever possible, in conjunction with other open space facilities.
6.2 Provide neighborhood parks within a one-half mile radius service area.	6.2.1 Land dedication is preferred over fee for acquisition of parkland.
6.3 Provide community parks within a one mile radius service area.	

Plan Proposals: See Trails Map Exhibit V-2

Implementation: a, b, c h, v, w (see page V-30)

GOALS STATEMENT OS-7:**PROVIDE A WIDE RANGE OF RECREATIONAL ACTIVITIES****OBJECTIVES:**

7.1 Provide parks and recreation at a community and neighborhood level according to the user needs and accessibility.

POLICIES:

7.1.1 Provide opportunities for the citizens of San Dimas to participate to variety of recreational activities.

Plan Proposals: See Parks Map (Exhibit V-1)

Implementation: p, q, z (see page V-30)

GOALS STATEMENT OS-8:**PROVIDE A BALANCED PUBLIC AND PRIVATE PROGRAM OF RECREATIONAL SITES, FACILITIES, AND SITE SIZES****OBJECTIVES:**

8.1 Support a program in which citizens can participate in the acquisition, planning, construction and development of parks.

8.2 Provide private open space within each future development.

POLICIES:

8.1.1 Small parks or plazas adjacent to activity centers should be encouraged as part of the overall urban design of commercial centers.

Plan Proposals: None

Implementation: p, z (see page V-30)

GOALS STATEMENT OS-9:**MAINTAIN QUALITY RECREATION SERVICES AND PROGRAMS****OBJECTIVES:****POLICIES:**

9.1 Provide recreation services which meet the needs and interest of the community.	9.1.1 Provide adequate resources, facilities and staff to deliver the recreation services and programs.
9.2 Provide services and programs with in the context of wise use of facilities and resources.	

Plan Proposals:

Implementation: g, j, p, q, r, s (See Page V-30)

Plan Proposals

The plan proposals are depicted in the Open Space (Exhibit V-3), Scenic Highways (Exhibit V-4), and Recreational Trails (Exhibit V-2) maps. Additional open space proposals are also depicted in the Land Use Element and Conservation Element.

- A: Designate utility easements open space for trails.
- B: Designate a scenic highway overlay on Foothill Blvd and provide for a landscaped median and parkway.



GENERAL PLAN

OPEN SPACE & CONSERVATION

LEGEND

- CITY LIMITS LINE
- OPEN SPACE FOR CONSERVATION
- OPEN SPACE FOR FLOOD CONTROL
- PUBLIC RECREATION
- PRIVATE RECREATION

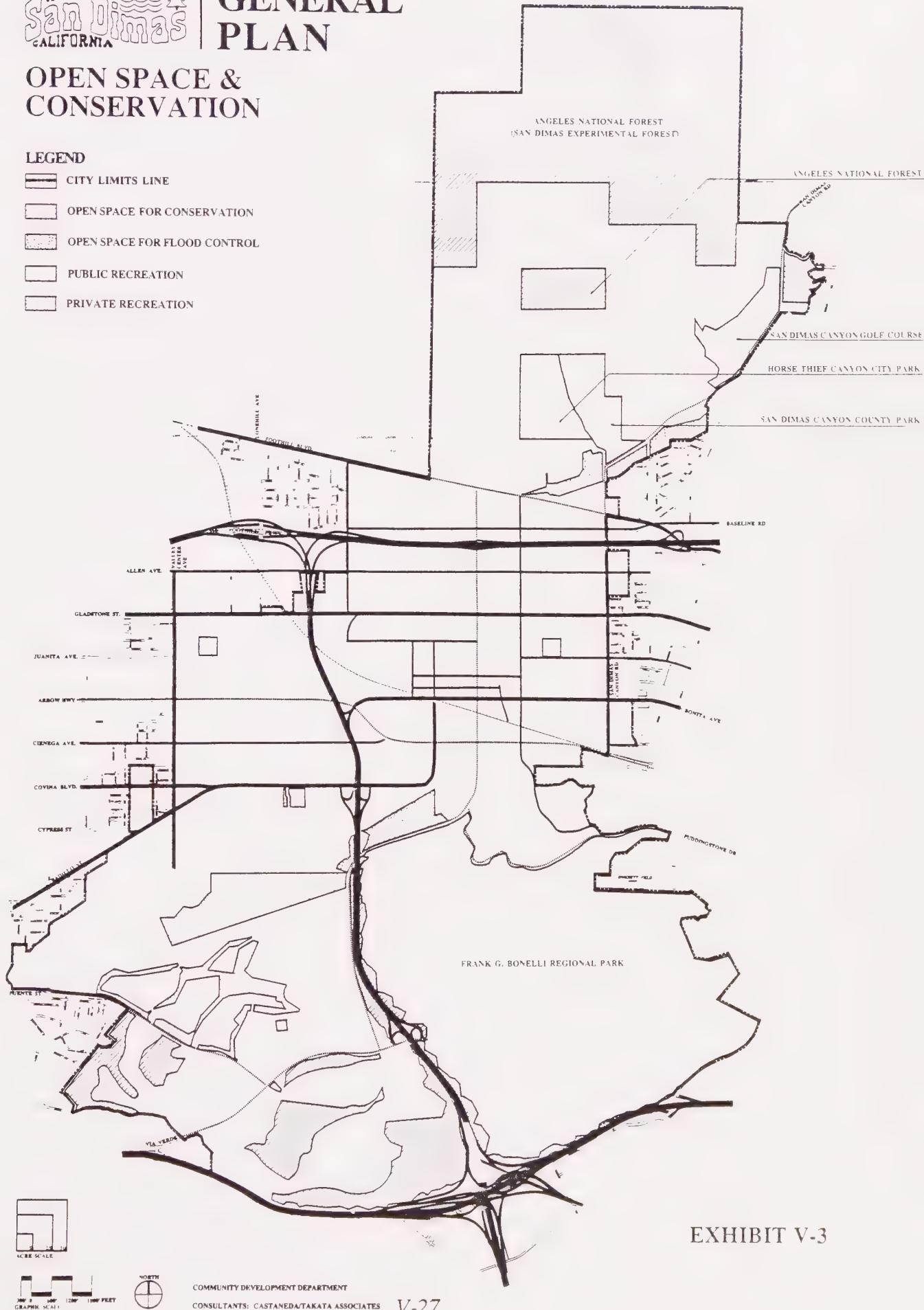
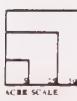


EXHIBIT V-3



COMMUNITY DEVELOPMENT DEPARTMENT

CONSULTANTS: CASTANEDA/TAKATA ASSOCIATES

C: Identify the following corridors as scenic highways (See Exhibit V-3):

- a. Foothill Blvd. (expand to City limits)
- b. Walnut Ave.
- c. San Dimas Canyon Road
- d. San Dimas Avenue
- e. Via Verde Drive
- f. Puente Street
- g. Foothill Freeway (210)
- h. Highway 30
- i. San Bernardino Freeway (10)

Provide entry monuments at key gateways within the City at the above scenic highways and at Puddingstone Drive (East Entry).

Implementation:

a: Develop recreational trails (equestrian, bicycle and/or hiking trails) and access in the following areas:

- 1. Way Hill
- 2. Cinnamon Creek natural area
- 3. Canyon areas near ADP facility, Rimpau and other canyon areas.
- 4. Northern Foothill area

b: Retain Walnut Creek as a natural passive recreation area and maintain a continuous trail through the Walnut Creek corridor.



GENERAL PLAN

SCENIC HIGHWAYS

----- SCENIC HIGHWAYS

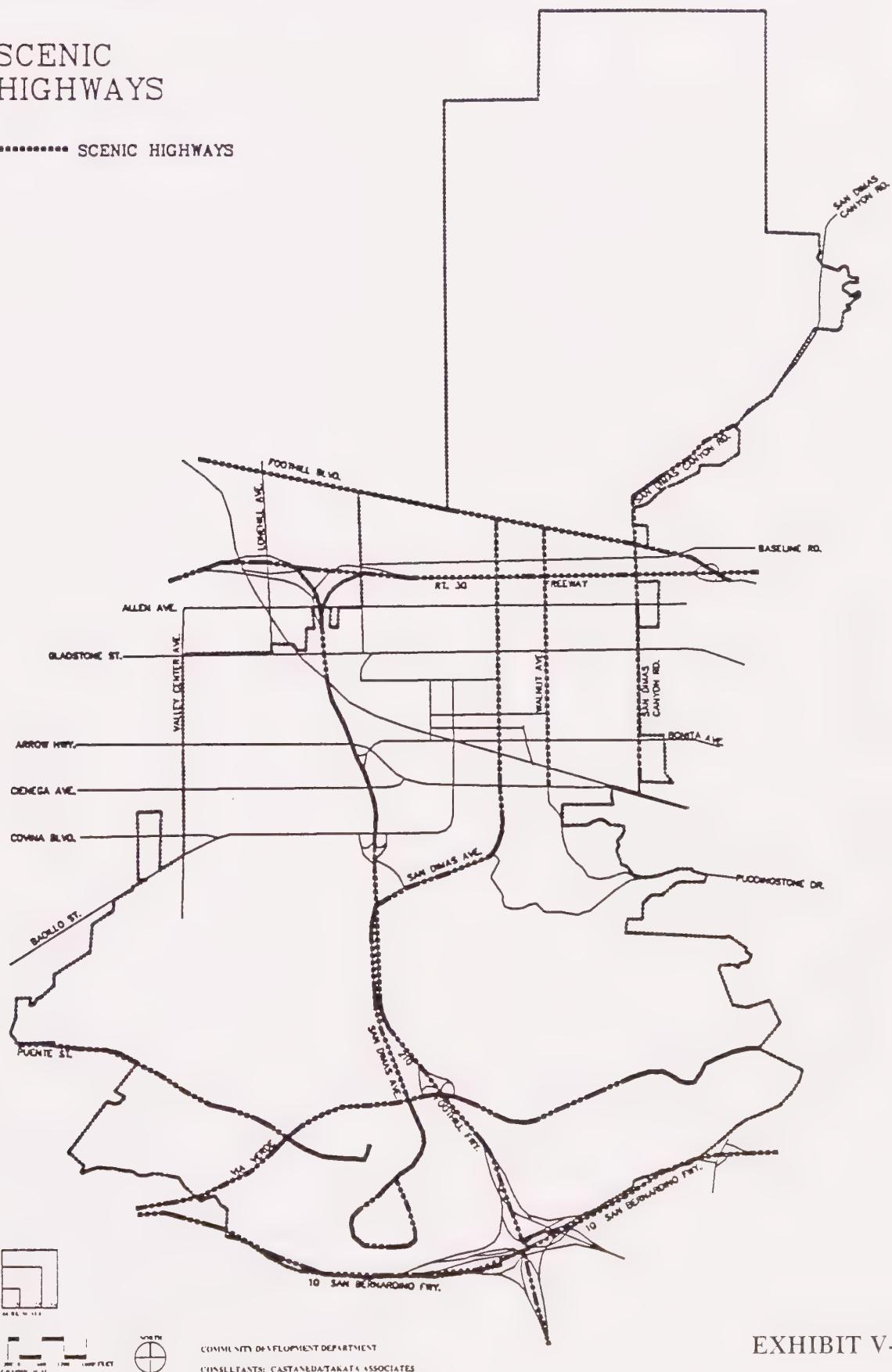


EXHIBIT V-4

- c: All railroad right-of-ways, where feasible, shall have a combination of bicycle, equestrian and hiking trails. Key access points to these trails for equestrian use would be part of the plan.
- d: Develop the Horse Thief Canyon Park to serve as a community park and fulfill neighborhood park needs. Provide access by extending Walnut Avenue to Sycamore Canyon Road.
- e: Locate the proposed senior/community center in existing Civic Center park. Site the facility to retain a significant amount of open space.
- f: The City shall revitalize the Puddingstone Shopping Center site and actively encourage additional commercial development on the current vacant City-owned property between the shopping center and Walnut Avenue.
- g: The City shall consider entering into a joint development and joint use agreement with the Charter Oaks Unified School District to develop a neighborhood park facility on the Glen Oaks school property.
- h. The City shall Develop a one acre passive bluff park on Rancho Park site to provide neighborhood park facilities and act as a trail head for the Cinnamon Creek hiking trail. The Park development shall follow the contours of the slope.

- i: The City shall develop a tot lot on the Swim and Racquet Ball site.
- j: The City shall review existing open space requirements and, if appropriate, increase the standard for higher density developments.
- k: Review and revise the hillside development ordinance to insure the integrity of the undeveloped hillside areas, retention of a rural image, and preservation of views and view corridors. Require a minimum lot size in the following areas, as follows: Puddingstone Hills, 1-1/2 acres to 3 acres; and Way Hill, 1 acre.
- l: Review the existing open space ordinance and strengthen the document to protect the City's open space resources. Standards should be formulated to incorporate open space as a part of future development.
- m: The City shall strongly communicate their concerns and disapproval of the intensive development of Bonelli Regional Park. The City shall strongly express its disapproval of development and operational policies, such as intensive development; special events such as drag boat racing, and other events and facilities which generate traffic; noise; and other environmental impacts which threaten to degrade the quality of life of the citizens of San Dimas. In addition long-term travel trailer and recreation vehicle stays at Bonelli Park should not be

allowed.

- n: The City shall enter into joint-use and joint-development agreements with the Bonita Unified School District and the Charter Oaks Unified School District to expand the open space available to the community.
- o: The City shall discuss the potential of a joint-use agreement with Water District for recreational use of their lands.
- p: The City shall develop a comprehensive park protection program in cooperation with interested parties such as the neighborhood watch, elementary schools, and the community to reduce incidents of vandalism within the park facilities.
- q: The City shall continue to implement the park development fee ordinance as a source of park development funds.
- r: The City shall consider establishing a City-wide park assessment district to provide supplemental funding for park maintenance and/or development.
- s: The City shall consider the use of redevelopment funds for the development of parks and open space.
- t: The City shall develop and update a city-wide Master Park Plan that provides for a good balance of open space types and identifies areas that

are underserved and future park lands and facilities.

- u: The City shall draft special development standards for all categories of scenic highways.
- v: The City shall develop a city-wide master plan of Recreation Trails and Facilities, including:
 - Bicycles,
 - Equestrian and
 - Hiking trails.
- w: The City shall develop trail construction standards, including: compaction and equestrian fence openings every quarter-mile.
- x: The City shall direct the Park and Recreation Commission to form a Bicycle and Hiking Trails Committee. The Committee shall coordinate with the Equestrian Commission for trail related matters.
- y: The City shall develop a park based upon San Dimas' agricultural heritage. (also see Conservation Element)
- z: The City shall encourage residential development patterns such as cluster development and garden residential, where a common green and recreation area can be achieved.
- aa: Support and coordinate the Safety Element's recommendation for the protection of public health and safety.



Develop trail standards



VI.
CONSERVATION ELEMENT

City of San Dimas

General Plan



INTRODUCTION



Hawks are found in the canyon areas of the City

The Conservation Element is required for the purposes of establishing a management plan for natural resources to prevent waste, destruction or neglect. This element of the General Plan is concerned with the conservation, development and utilization of natural resources such as water, soils, rivers, harbors, wildlife, minerals and other natural and cultural resources. This element specifically addresses the following principal categories:

- Managed production of resources,
- Conservation of natural resources, and
- Conservation of cultural resources.

The Conservation Element overlaps those categories of the Open Space Element which deal with open space for the preservation of natural resources and open space for the managed production of resources they are discussed in this section.

A comprehensive conservation baseline setting, existing conditions and community attitudes regarding conservation are detailed in the Technical Appendix.

FINDINGS

The following findings summarize a comprehensive conservation analysis consisting of interviews, review of existing documents, community attitude survey, community-wide workshops and numerous work sessions with the General Plan Advisory Committee (GPAC) including:



- Managed production of resources,
- Conservation of natural resources, and
- Conservation of cultural resources.

These findings form the basis for this element's goals, objectives, plan proposals and implementation measures.

Managed Production of Resources

A detailed analysis was undertaken in determining the City's managed production of resources; they include:

- Water resources,
- Agricultural soils,
- Aggregate resources,
- Mineral resources, and
- Solid waste recycling.

Water Resources

The analysis of the City's water resources included:

- Watersheds,
- Groundwater,
- Surface Drainage, and
- Water purveyors.

Water Sheds

There are two agencies responsible for the protection of water sheds in the City of San Dimas: the United States Forest Service and Los Angeles County.

Los Angeles County U.S. Forest Service

The United States Forest Service is responsible for the management of the watershed in the Angeles National Forest. The Forest Service has been conducting an on going experimental forest program to protect water sheds and natural habitats. The program has five primary objectives:

- Measure air and water quality effects,
- Measure stream and watershed levels,
- Reduce damages resulting from flood and soil erosion,
- Perform controlled burns, and
- Erosion control resulting from fires.

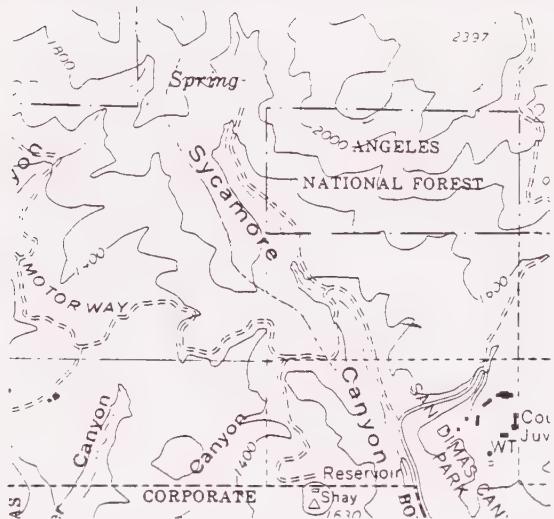
There are two departments within the Los Angeles County government which are responsible for watershed areas. These are the Los Angeles County Flood Control District (LACFCD) and the Los Angeles County Department of Public Works - Flood Control and Maintenance Division and to a lesser degree the LAFCO Fire Department.

The Los Angeles County Flood Control District maintains considerable amounts of lands for flood control and water conservation purposes. These lands consist of channels and parcels related to existing drainage patterns. There are two reservoirs in the City: Puddingstone Reservoir and San Dimas Canyon Reservoir. The Flood Control Maintenance Division is responsible for maintaining flood control improvements. The Los Angeles County Fire Department also participates with its program of replanting burned watershed areas.

Groundwater

The City overlies three groundwater basins. They include the San Dimas Basin, Way Hill Basin, and Foothill Basin. A fourth basin, outside of the City, the San Gabriel Valley Basin is fed by the water from San Dimas Canyon; this basin is managed by the Upper San Gabriel Valley Municipal Water District. The depth to groundwater varies yearly, however the general trend is towards increased depth from overdrafting of the water resources.

The Los Angeles County Flood Control District (LAFCD) is responsible for flood control and groundwater recharge along the San Dimas Canyon wash and Walnut Creek.



Sycamore Canyon is a major drainage feature

Surface Drainage

There are four major surface drainage courses in the City; they include the:

- Wildwood Canyon wash,
- Sycamore Canyon wash,
- San Dimas Canyon wash and
- Walnut Creek wash.

The Wildwood Canyon wash drains into the Big Dalton Wash located to the west of San Dimas in the City of Glendora. The Sycamore Canyon wash drains into the San Dimas Canyon wash which is diverted to the Puddingstone Diversion Dam and reservoir. The Walnut Creek wash is located at the northern base of the San Jose Hills, it drains the central section of the City and the San Jose Hills. It eventually drains into the Big Dalton Wash and ultimately into the San Gabriel River.

All of these drainage courses are a part of the Los Angeles County Flood Control System and are maintained by them. In the northern sections of the San Dimas Canyon wash the flood control channels are not paved but are levees with natural bottoms that eventually become paved channels. The Walnut Creek wash is entirely natural.

Water Purveyor

Southern California Water Company (SCWC) is responsible for supplying all water to the City of San Dimas; with the exception of the upper northwest corner of San Dimas, which is served by the City of Glendora.

There are three sources from which Southern California Water serves the City of San Dimas:

- Three Valleys Metropolitan Water District
- Covina Irrigation, and
- Local Wells.

Interviews with SCWC indicate that the district currently has ten wells with a current capacity of 21 million gallons/day (mgd). The average daily consumption is 15 mgd.

Because of the current capacity and the multiple water supply sources, SCWC is confident they can continue to serve existing and future customers in the City of San Dimas.

Southern California Water does offer suggestions on water conservation to the residents of San Dimas including:

- Household conservation,
- Drought tolerant planting and
- Landscape irrigation information.

Agricultural Soils

The City of San Dimas began as an agricultural town. Citrus orchards and row crops, such as strawberries were grown in the City. The U.S. Soil Conservation Service has analyzed the soils in San Dimas area into Land Capability Classification groups. These soil classifications are based on their ability to produce common cultivated crops and pasture plants without soil deterioration over an extended period of time. The broadest category places all soils into eight classes arranged from I through VIII. Conservation of Class I (prime agricultural) and Class II (potential prime agricultural) soils is of major concern of this element.

As Exhibit VI-1 illustrates, there are no Class I (prime agricultural) soils within the City of San Dimas. There are Class II (potential prime agricultural) soils located in the northern half of the City and areas north of Bonelli Regional Park. About 507 acres of Class II soils remain undeveloped.

Table VI-1 shows that of the remaining 507 available acres of Class II soils, 172 acres are designated open space while the remaining 335 acres are undeveloped parcels of various sizes. These remaining parcels have been identified for future development and are fragmented throughout the City with the largest undeveloped parcel approximately 26 acres,

SOIL CLASS

LEGEND

- CITY LIMITS LINE
- II POTENTIAL PRIME
AGRICULTURAL SOIL
- III LIMITED USE
AGRICULTURAL SOIL
- VI GENERALLY UNSUITED
FOR AGRICULTURE
- VII UNSUITED FOR
AGRICULTURE

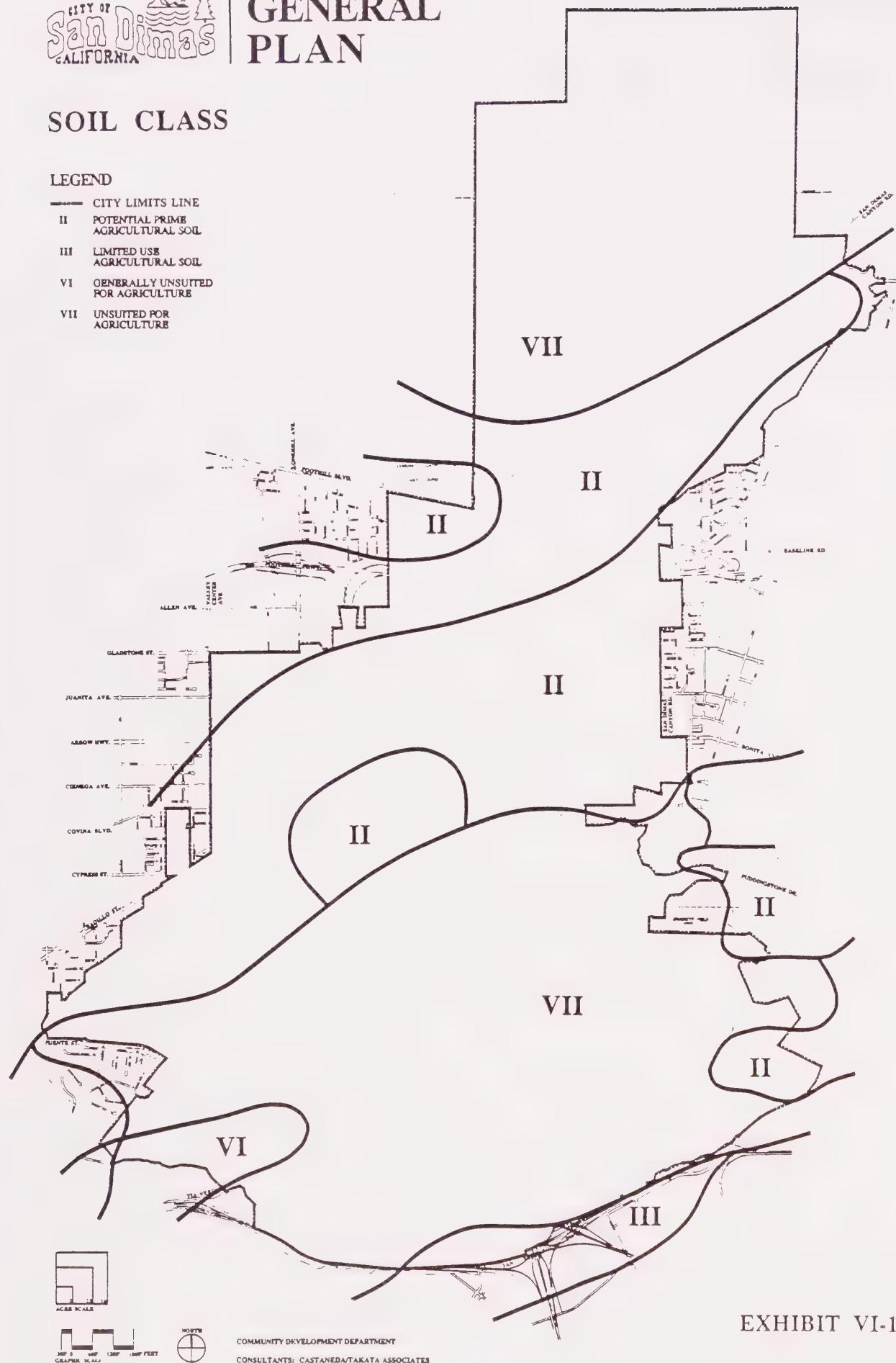
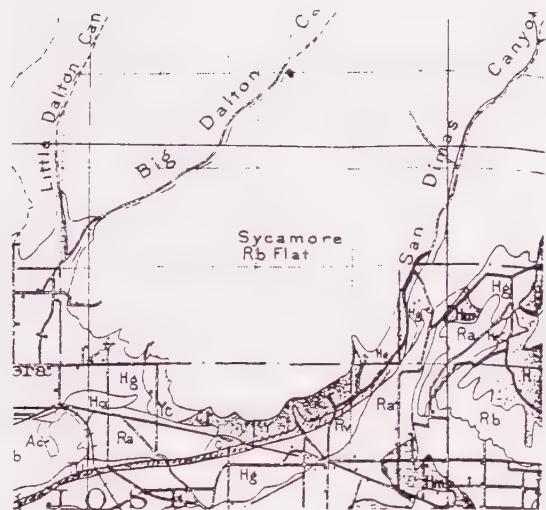


EXHIBIT VI-1

TABLE VI-1
PRIME AGRICULTURAL SOILS



Parcels in the City are too small for agriculture

undeveloped parcel approximately 26 acres, for the most part they are too small to be suitable for significant agricultural production. Most of these parcels are adjacent to existing residential developments, making the agricultural uses incompatible because of the use of pesticides, fertilizers and equipment noise.

San Dimas is in the Claremont-Upland Aggregate Production-Consumption Region. Exhibit VI-2 identifies the City's aggregate resources. There are three categories of (Mineral Resource) ratings:

- MRZ-1, no significant resources;
- MRZ-2, significant resources; and
- MRZ-3, not enough evidence to make a finding.

The MRZ-2 is of particular interest because it is an area which has significant aggregate deposits. The total MRZ-2 area is 521 acres of which the majority of land is urbanized. The State Department of Conservation, Department of Mines and Geology has determined that the only significant remaining undeveloped sector is 194 acres of deposits primarily found in the San Dimas Wash, an area currently devoted to percolation basins, undeveloped park land and flood control. The majority of this sector is owned and managed by the City of San Dimas and the Los Angeles Department of Water and Power (LADWP).

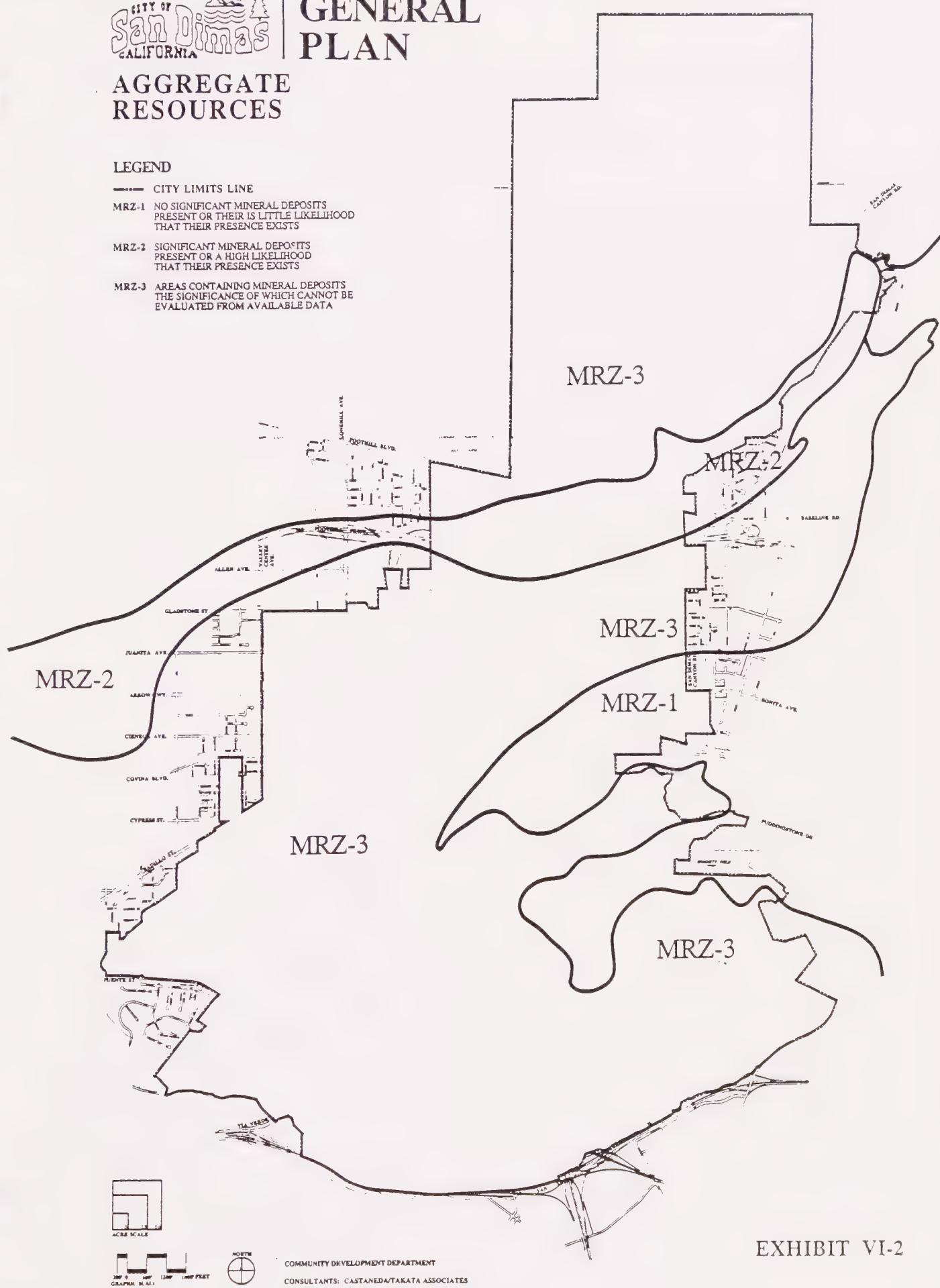


GENERAL PLAN

AGGREGATE RESOURCES

LEGEND

- CITY LIMITS LINE
- MRZ-1 NO SIGNIFICANT MINERAL DEPOSITS PRESENT OR THERE IS LITTLE LIKELIHOOD THAT THEIR PRESENCE EXISTS
- MRZ-2 SIGNIFICANT MINERAL DEPOSITS PRESENT OR A HIGH LIKELIHOOD THAT THEIR PRESENCE EXISTS
- MRZ-3 AREAS CONTAINING MINERAL DEPOSITS THE SIGNIFICANCE OF WHICH CANNOT BE EVALUATED FROM AVAILABLE DATA



There is no aggregate mining currently in the City.

Mining these remaining resources would cause considerable impact to the existing adjacent and surrounding residential neighborhoods and parks. The noise, dust and truck traffic generated by the extraction activities would decrease the quality of life of the community.

Mineral Resources

Mineral resources in the City of San Dimas have included mining for precious metals and oil and gas.

Mining for precious metals on a small scale primarily have taken place in the Angeles National Forest. The mining has been administered by the U.S. Forest Service on a permit basis. Recent interviews with the U.S. Forest Service indicate that no permits are being issued for mining and no permits have been authorized for the last fifteen to twenty years.

Discussions with the State Division of Oil and Gas indicate that there are no significant major oil or gas fields within the City of San Dimas. There may be some wildcat wells drilled in the past, however, there are currently no oil or gas drilling or active wells currently within the City.

Solid Waste Recycling

The California Integrated Waste Management Act of 1989 (AB939) requires that cities reduce waste going to landfills by at least 25% by 1995 and 50% by the year 2000. To achieve these goals, cities are required to prepare a comprehensive waste management plan called Source Reduction and Recycling Element (SRRE).

The City Source Reduction and Recycling Element shall include, but not be limited to, all the following components for solid waste generated in the jurisdiction:

- Waste characterization component
- Source reduction component
- Recycling component
- Composting component
- Solid waste facility capacity component
- Education and public information component
- Funding component
- Special waste component
- Household hazardous waste component



The City of San Dimas instituted a Solid Waste Recycling Program in 1989. The community attitude survey indicated that there was very strong support for solid waste recycling. The respondents to the community attitude survey were willing to pay an additional dollar per month for recycling efforts. The City is currently reviewing a Green Waste Program for composting gardening waste, in which the City's Parks and Maintenance will compost 90% of its waste.



Native oak trees are found in the City's canyons

90% of its waste.

A Joint Powers Authority with other East San Gabriel cities is drafting a solid waste source reduction plan (see Land Use Element).

A Regional Air Quality Management Plan (AQMP) was prepared by the Southern California Association of Governments (SCAG). One of the implementation measures is for the City to develop an air quality element at the local level. Please refer to Section II, Land Use Element for further detailed discussion.

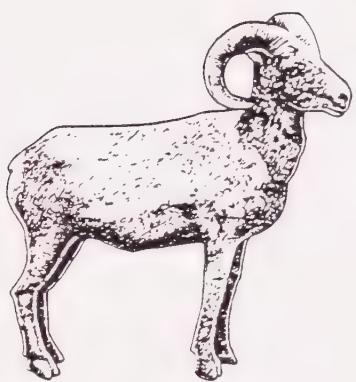
Conservation of Natural Resources

This subsection summarizes the two major components of the conservation of natural resources:

- Wildlife habitat and
- Native plant areas.

The City of San Dimas has extensive undeveloped areas of potential wildlife habitat. The City's open foothills and canyons provide an environment for numerous animal and plant species to flourish. The Technical Appendix, details and lists animal and plant life known to exist in the City. The majority of the habitats and native plant species are found in the following areas of the City:

- U.S. Forest Service Land
- Puddingstone Reservoir,
- Bonelli Regional Park,
- San Dimas Canyon,
- Walnut Creek,
- Cinnamon Creek,
- Wildwood Canyon, and
- Sycamore Canyon.



Big Horn Sheep roam the San Gabriel Mountains

Representative animals include deer, raccoons, coyote, hawks, owls and other species common to the area. The California Big Horn Sheep is identified by the State Department of Fish and Game (DFG) as rare. There are no known endangered species. Except for the Big Horn Sheep, there are no rare or unique species known to habitat the San Dimas area. The DFG is responsible for the fish and wildlife at Puddingstone Reservoir. Wildlife migration patterns are disrupted when fences are placed within wildlife corridors. Current development standards and CC & Rs in private developments need to be improved to address this issue.

The plant species found in these areas include large stands of sycamores, oaks, alders and other vegetation found in the chaparral and riparian environments. There are no endangered, rare or unique plant species identified in the San Dimas area. However, the City's plant environment is a major scenic and visual resource which should be protected (see the Open Space Element for additional discussion). The City currently utilizes a preservation ordinance to protect all significant mature trees within the City.

Conservation of Cultural Resources

The cultural resources of San Dimas include:

- Paleontological,
- Archaeological, and
- Historic

A detailed discussion of these resources are discussed in the Technical Appendix.

Paleontology

Paleontological sites yield specimens of fossil flora and fauna which are a resources for scientific knowledge. Within the City of San Dimas there are certain fossil bearing rocks. There are specific shale and siltstone strata in the Via Verde area and around Bonelli Park. Care should be taken to conserve these fossil bearing sites. Future development should avoid needless destruction of the remaining paleontological sites.

Archeology

There is evidence that the Gabrielano Indians, nomadic food gatherers, inhabited the San Dimas area. There may be some archaeological sites of value within San Dimas. These probable sites include:

-Cienega Springs,

- San Dimas Canyon ,
- Walnut Creek, and
- Way Hill.

It is important that opportunities remain so that study, record and salvage artifacts can occur before development takes place on a specific site.

Historic

Within the City boundaries the San Dimas Historical Society has identified twenty four structures of cultural and historic importance. These structures are clustered in the residential areas north and south of Bonita Avenue between Cataract Avenue and San Dimas Avenue and are part of a walking tour designed by the Historical Society. The City is currently developing an historical element, which would develop goals, objectives, policies and implementation measures for the preservation of historical and cultural resources. Furthermore, historic neighborhoods which are significant and reinforce the City's heritage are also to be protected (see Land Use Element Goal L-1.1)

There is a strong desire to have an agricultural heritage park to preserve some orchards and structures that contributed to the City's farm environment.

DEVELOPMENT POLICIES

A development policy is a general plan statement that guides action; it includes:

- Goal,
- Objectives,
- Policies,
- Plan Proposals and
- Implementation Measures

Please refer to Section I for a detailed definition and explanation of how the Plan proposals and implementation measures are referenced.

These development policies are summarized in a matrix on page VI-25.

GOAL STATEMENT CN-1:

**MANAGE AND CONSERVE SAN DIMAS' NATURAL RESOURCES WHICH
CONTRIBUTE AND ENHANCE THE QUALITY OF LIFE**

OBJECTIVES:

1.1 Promote the conservation of natural resources, encouraging those measures that maintain clean air, water, earth resources and energy resources.

POLICIES:

1.1.1 Protect the remaining MRZ-2 aggregate resource areas and sectors in the San Dimas Wash.

1.1.2 Discourage mining of aggregate resources where potential conflicts (such as, traffic, noise, and dust impacts) may be experienced with adjacent land uses.

1.1.3 Evaluate the MRZ-3 areas on a case by case basis prior to development to determine if there are significant aggregate resources.

1.1.4 Encourage alternative sources of energy to conserve non-renewable resources.

Plan Proposals: A (see page VI-23)

Implementation Measures: b, c, d, e, f, i (see page VI-23)

GOAL STATEMENT CN-2:**CONSERVE THE HISTORICAL AND CULTURAL RESOURCES OF SAN DIMAS****OBJECTIVES:**

2.1 Promote the conservation of historical and cultural resources through programs and policies to identify and protect these resources.

POLICIES:

2.1.1 Preserve significant paleontological and archaeological sites. Evaluate the significance of each site on a case by case basis.

2.1.2 Preserve significant historical resources within the City of San Dimas. Evaluate each historical structure, place, and site on a case by case basis.

Plan Proposals: A

Implementation Measures: g, h, j (see page VI-23)

GOAL STATEMENT CN-3:**MANAGE AND CONSERVE SAN DIMAS' WATER RESOURCES TO MAINTAIN A HIGH LEVEL OF QUALITY AND SUFFICIENT QUANTITY TO ITS CITIZENS.****OBJECTIVES:**

3.1 Protect the remaining natural water-sheds and ground water with open space systems coordinated with multiple use flood plain management.

POLICIES:

3.1.1 Retain flood control areas in their natural state, where possible as passive open space for habitat preservation, viewing, and recreation.

Plan Proposals: A

Implementation Measures: a, e, f (see page VI-23)

GOAL STATEMENT CN-4:

CONSERVE SAN DIMAS' NORTHERN FOOTHILLS.

OBJECTIVES:**POLICIES:**

4.1 Conserve the integrity of the northern foothills and maintain a reasonable economic return for the land-owner.

Plan Proposals: A

Implementation Measures: a (see page VI-23)

GOAL STATEMENT CN-5:

STRIVE FOR AIR QUALITY THAT IS COMPATIBLE WITH HEALTH, WELL BEING AND ENJOYMENT OF LIFE FOR ALL CITIZENS

OBJECTIVES:**POLICIES:**

5.1 Support the regional air quality goal to attain and maintain National Air Quality Standards while continuing economic growth and improvement in the quality of life afforded to the citizens of San Dimas and Los Angeles County.

5.1.1 Separate sensitive areas and uses (e.g., schools, child care centers, playgrounds etc.) from significant sources of air pollution.

5.1.2 The City shall coordinate with SCAQMD, SCAG, ARB and other local, state and national agencies in efforts to plan and implement clean air strategies for the South Coast Air Basin.

5.2: Coordinate air quality planning and implementation efforts with other responsible agencies.

Plan Proposals: none

Implementation Measures: i (see page VI-23)

GOAL STATEMENT CN-6:**CONSERVE PUDDINGSTONE HILLS****OBJECTIVES:**

6.1 Conserve the integrity of the Puddingstone Hills and maintain a reasonable economic return for the land owner.

POLICIES:

6.1.1 Designate the Puddingstone Hills as very low density residential development and minimize grading and protect its natural appearance.

Plan Proposals: A

Implementation Measure: a (see page VI-23)

A. Retain the following areas as conservation overlay areas (see Exhibit II-4):

1. U.S. Forest Service Land
2. Puddingstone Reservoir
3. Bonelli Regional Park
4. San Dimas Canyon
5. Walnut Creek
6. Cinnamon Creek
7. Wildwood Canyon
8. Sycamore Canyon
9. Northern Foothills
10. Puddingstone Hills

Implementation Measures:

a: The City shall develop standards, special requirements, and revise the City's zoning ordinance and conservation overlay zones where necessary, to protect natural resources within areas to be preserved or developed. Specific sections shall address fences which impact wildlife habitats and corridors. (See Land Use Element Implementation Measure g.)

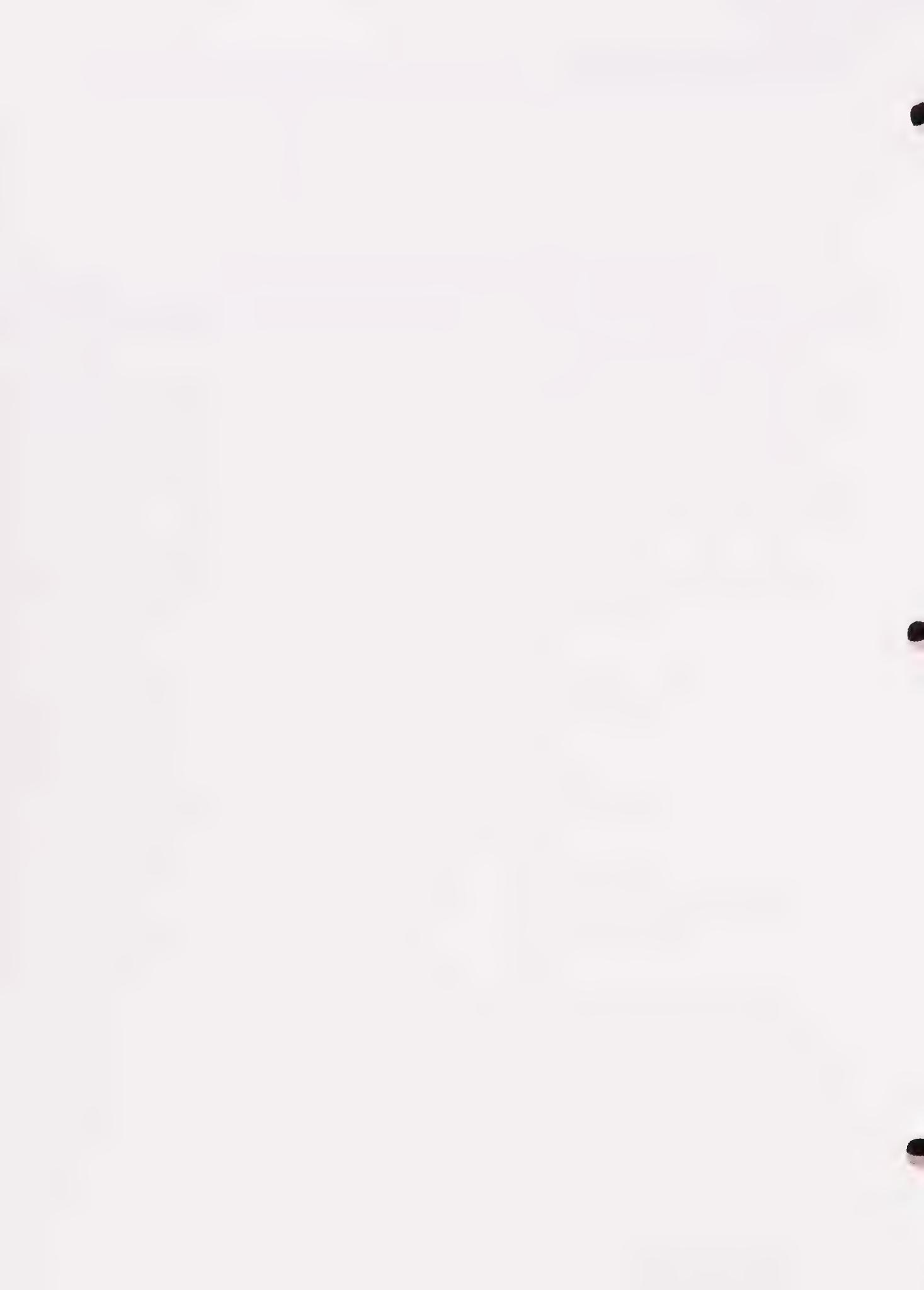
b: The City shall support programs to promote natural resources conservation, such as solid waste recycling, water conservation, efficient irrigation systems, drought tolerant planting materials, and soil conservation.

c: The City shall pursue a composting program (green waste) in conjunction with Cal Poly University and the Los Angeles County Sanitation District.

- d: The City shall pursue a program with interested parties for the recycling of paper, glass, and aluminum.
- e: The City shall utilize and promote more efficient water management. The City shall consider the use of reclaimed water for irrigation of public areas, such as medians, parkways, golf courses, and selected public landscaped areas.
- f: The City shall consider the establishment of drought tolerant landscaping for public areas and for commercial, industrial and residential planned unit development.
- g: The City shall develop a Historical Preservation Plan.
- h: The City shall encourage development of a Heritage Citrus Grove Park to preserve San Dimas' agricultural heritage.
- i: The City shall prepare an Air Quality Element, or equivalent, of the General Plan.
- j: The City shall seek a corporate sponsor to assist in the development and promotion of a Heritage Citrus Grove Park.
- k: The City shall support programs to promote energy conservation, such as, but not limited to: solar panels, hot water loop systems, insulation, energy audits, and other appropriate means to conserve energy.

Conservation Element - Goals / Implementation Matrix

Goals / Implementation	a	b	c	d	e	f	g	h	i	j	k
CN-1. Manage and conserve San Dimas' natural resources which contribute and enhance the quality of life.		■	■	■	■	■			■		■
CN-2. Conserve the historical and cultural resources of San Dimas.							■	■			■
CN-3. Manage and conserve San Dimas' water resources to maintain a high level of quality and sufficient quantity to its citizens.	■				■	■					
CN-4. Conserve San Dimas' northern foothills.	■										
CN-5. Strive for air quality that is compatible with health, well being and enjoyment of life for all citizens.									■		
CN-6. Conserve Puddingstone Hills	■										



VII.
SAFETY ELEMENT

City of San Dimas General Plan



VII.
SAFETY ELEMENT

City of San Dimas

General Plan

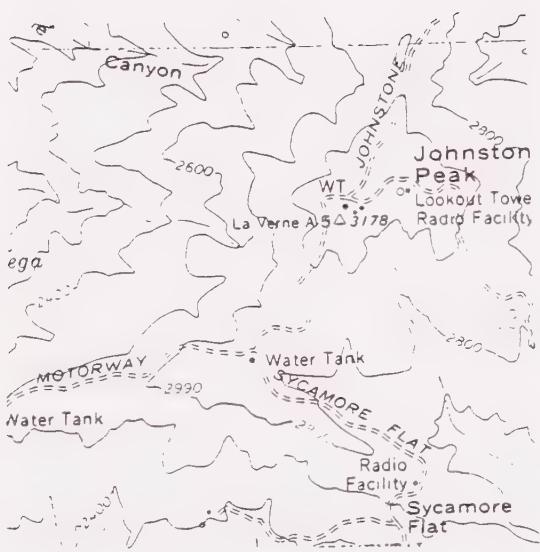


INTRODUCTION

The Safety Element's purpose is to reduce deaths, injuries, property damage, and economic and social dislocation resulting from natural hazards including flooding, mudslides and soil creep, tsunamis and seiches, land subsidence, earthquakes, avalanches, other geologic phenomena, levee or dam failure, certain types of urban and wildland fires, and building collapse. It is the primary vehicle for identifying the hazards that municipalities must consider when making land use decisions.

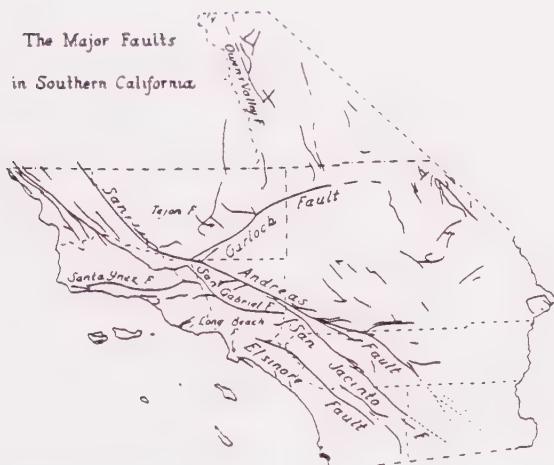
FINDINGS

Findings establish the foundation for this element's, goals, objectives, plan proposals and implementation measures. The information for the summary of findings is drawn from a review of existing reports, the previous element input from City Staff and the comments of the General Plan Advisory Committee. A detailed assessment was made of safety element concerns including:



- Surface Rupture
- Ground Shaking
- Liquefaction
- Seiches
- Dam Failure
- Flooding
- Multi-hazard planning
- Seismic and Abatement Survey

Surface Rupture



The City is in the Southern California seismic area

A surface rupture is a break in the ground's surface and the associated deformation resulting from the movement of a fault. Ground rupture could occur along the surface traces of the "potentially active" Sierra Madre Fault which crosses the northern portion of the City. A "potentially active" fault is one that evidences surface displacement during the last two million years. The City is not in an Alquist-Pirillo zone.

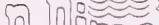
Ground Shaking

The City will probably experience ground shaking from earthquake activity that is most likely associated with the faults in the surrounding area. Ground shaking of moderate to severe intensity could be expected from seismic activity along the Sierra Madre Fault or other nearby faults of significance. There is potential for landsliding in hillside areas. Sedimentary bedrock units consisting primarily of siltstones and shales are the least stable of the major geologic units underlying San Dimas.

Liquefaction

In San Dimas there is a low potential for liquefaction which is a condition where subsurface soils become liquid in nature. Soils most prone to liquefaction are medium to fine sand fractions located in areas where the water





GENERAL PLAN

GEOLOGIC & SEISMIC STRUCTURE

LEGEND

CITY LIMITS LINE
 ACTUAL FAULT LOCATION
 INFERRED FAULT LOCATION

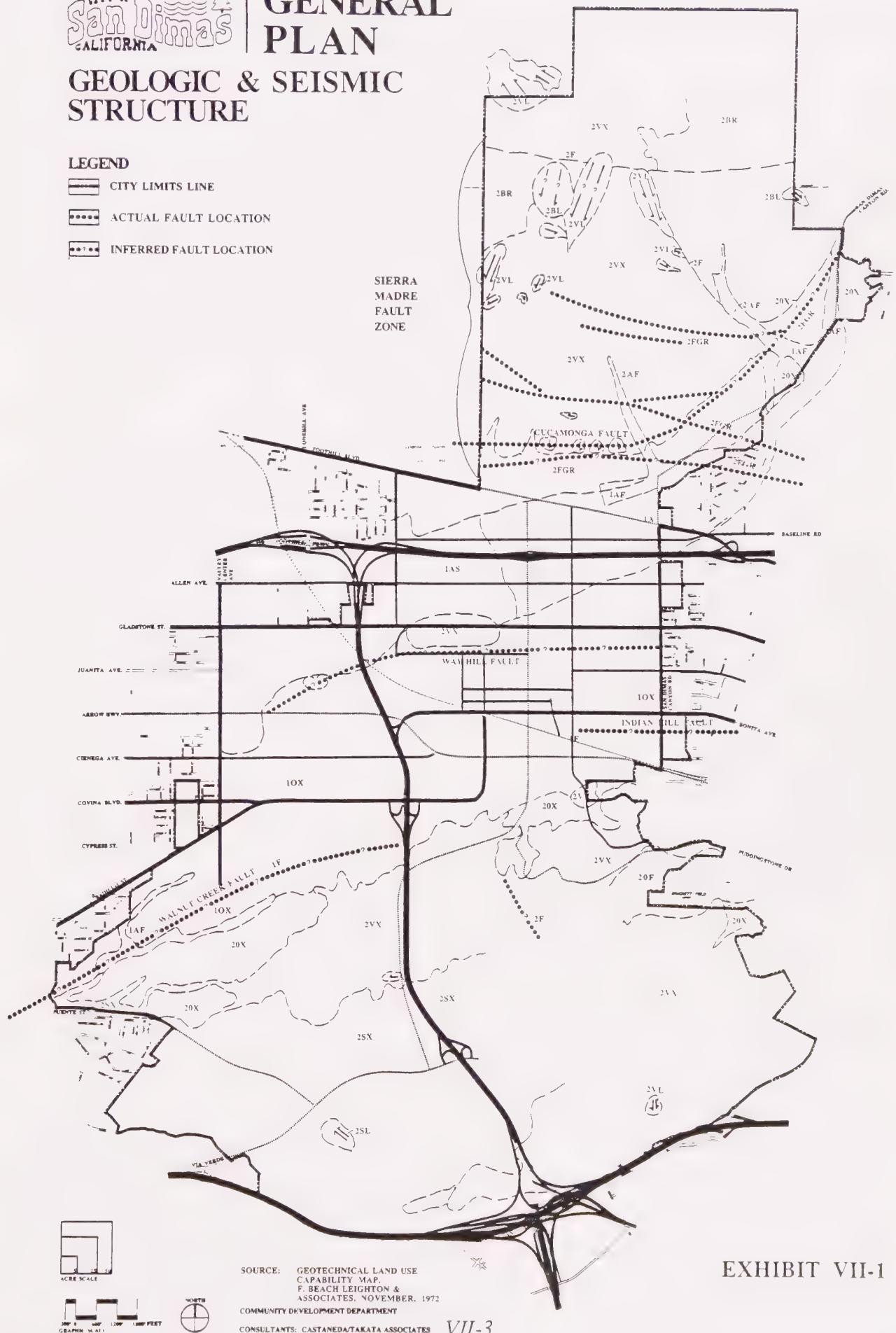
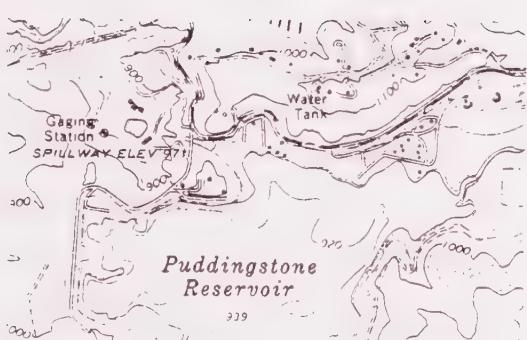


EXHIBIT VII-1

table is high. Since these unfavorable conditions overlap in few areas of the community, the overall liquefaction potential is low. The areas are generally north of Way Hill, southeast of the spreading granks, and in the central-southwestern end of the City limit and also in flood plains of San Dimas Wash near the western-central part of the City.

Seiches

Due to the presence of Puddingstone Reservoir and San Dimas Canyon Reservoir in San Dimas, seiches, or earthquake-generated waves, are a potential hazard. These waves are generated in enclosed or restricted bodies of water such as lakes or reservoirs and are similar to the sloshing of water in a bucket or bowl when shaken or jarred. The waves can be tens of feet high or more and can have devastating effects on people and property within their reach. Since the easiest way out for the water is over the lowest side of the enclosure, the greatest effects are usually felt in the mouths of feeding streams or when the water overtops the dam, dumping large volumes of water on areas downstream.



Puddingstone Dam serves as a reservoir and recreation

Dam Failure

Dam failure at Puddingstone Reservoir in the eastern portion of San Dimas is not expected to significantly impact existing developed areas. Available data indicates Walnut Creek would

be inundated by dam failure at Puddingstone Reservoir.

Failure at the San Dimas Canyon Reservoir or the Puddingstone Diversion Dam both located above the northern portion of the City, would effect primarily City-owned properties such as public rights-of-way. (New standards prohibit building in the flood plain.)

Flooding

San Dimas has three flood zone designations: A9, B and C. Flood Zone A9, which is defined as subject to flooding in a hundred year storm, covers a small stretch of the San Dimas Canyon Wash south of Golden Hills Road. Areas included in Flood Zone B, which means they could be impacted in a 100-500 year storm, are located along the San Dimas Canyon Wash and just south and west of the Foothill Freeway north of Arrow Highway. The balance of the City is within a Flood C designation which is defined as subject to minimal flooding

Multi-Hazard Planning

The San Dimas Multi-Hazard Functional Planning Guidance document is an informal, working document. The City Manager is responsible for preparation of this document. The Civic Center will serve as a referral Center. The preferred emergency center commerce post is at the City Yard. The San Dimas High School and Lone Hill Intermediate School will



GENERAL PLAN

FLOOD ZONES

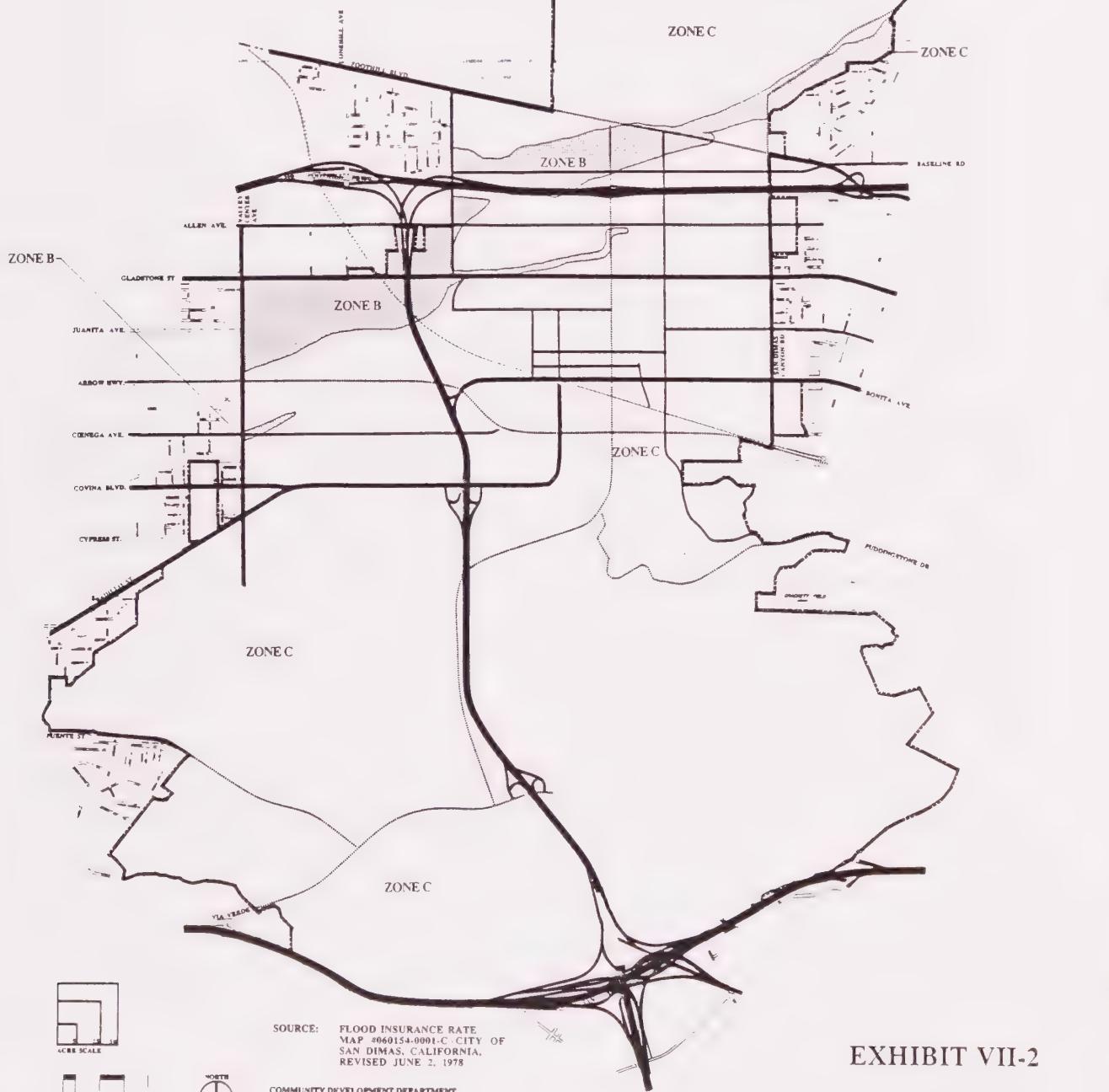
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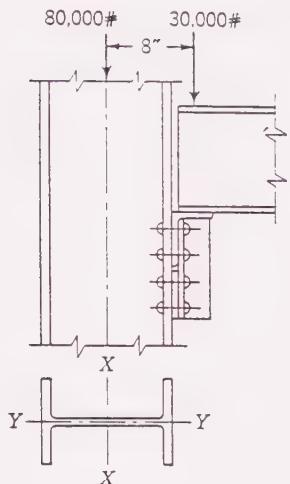
CITY LIMITS LINE

FLOOD ZONE A
Areas of 100-year flood; base flood elevations and flood hazard factors not determined.

FLOOD ZONE B
Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.

FLOOD ZONE C
Areas of minimal flooding.





Seismic abatement is a priority program

serve as aide stations. Emergency routes used for evacuation would depend on a number of variables such as the type and location of the emergency. In general, east/west routes would be Arrow Highway, Foothill Boulevard, and I-210. The north/south route would be San Dimas Avenue.

Seismic and Abatement Survey

In December 1989, the City updated the Seismic and Abatement Survey. This survey identified eight (8) buildings which were constructed using unreinforced masonry. These buildings are defined as Category I buildings and are located on Bonita Avenue in Frontier Village.

DEVELOPMENT POLICIES

A development policy is a general plan statement that guides action; it includes:

- Goals
- Objectives
- Policies
- Plan Proposals
- Implementation Measures

Please refer to section I for a detailed definition and explanation of how the Plan proposals (land use map) and implementation measures are referenced.

These development policies are summarized in a matrix on page VIII-14.

GOALS STATEMENT S-1:

TO MAINTAIN SAN DIMAS SAFE FROM NATURAL, SEISMIC AND PUBLIC SAFETY HAZARDS

OBJECTIVES:	POLICIES:
1.1 Manage development of San Dimas to protect areas subject to geologic hazards.	1.1.1 Continue to adopt updated versions of the Uniform Building Code and require all new private and public construction to conform to its earthquake resistant design provisions.
	1.1.2 Review and update, as appropriate, the Multi-Hazard Functional Planning Guidance document.
	1.1.3 Require that adequate soils, geologic and structural evaluation reports be prepared, by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for all new development.
	1.1.4 Require that geological reports, building plans and the appropriate sections of environmental impact reports be reviewed by registered engineering geologists and/or structural engineers.
	1.1.5 Evaluate disaster plans and potential effectiveness in light of various earthquake intensities.
	1.1.6 Encourage the creation of county-wide systematic review of emergency preparedness organizations, schools, police departments and programs.
	1.1.7 Establish a volunteer citizens Disaster Group to help during emergencies.
	1.1.8 Locate facilities that are necessary for post-disaster emergency services in areas of low geologic hazard risk.

OBJECTIVES:	POLICIES:
1.2 Minimize damage to public and private property from flooding.	1.2.1 Continue to require any new development to mitigate flooding problems identified by the National Flood Insurance Program as a condition of approval. 1.2.2 Ensure that development in the hillside area is regulated to reduce erosion potential.
1.3 Provide for the safe use and transportation of hazardous materials and wastes.	1.3.1 Discourage the location of new high risk industrial and relocation of existing hazardous uses unless adequate mitigation measures are included. 1.3.2 Consider a program to develop a plan for household hazardous waste. 1.3.3 Encourage low risk industries within the City and monitor the risks associated with existing industries such as the production and transfer of gas.

Plan Proposals:

Implementation Measures: a, b, c, d, e, f (See Page VII-14)

GOAL STATEMENT S-2:

PROVIDE EFFECTIVE AND EFFICIENT PUBLIC SAFETY SERVICES INCLUDING FIRE AND POLICE PROTECTION AND EMERGENCY ACCESS

OBJECTIVES:	POLICIES:
1.4 Provide effective and efficient fire and protection services.	1.4.1 Ensure that new development is adequately served by sufficient water pressure and/or flow capacities to meet current and future standards. 1.4.2 Ensure that existing and new development is served by adequate response times for police, fire and paramedic services. 1.4.3 Restrict the use of flammable materials and provide additional setbacks in fire hazard zones. 1.4.4 Provide adequate supplies of water at appropriate locations for fire suppression. 1.4.5 Encourage new projects to have adequate fire service equipment and sprinkler systems.

Plan Proposals:

Implementation Measures: g, h, i, j, k (See Page VII-14)

IMPLEMENTATION MEASURES

a:

Grading Ordinance and Erosion Control Ordinance: Continued enforcement to minimize risks associated with seismic hazards.

b:

Geology and Soils Reports: Prior to hillside and flat land development these reports will be required.

c: Unreinforced Masonry Buildings: There are eight such buildings in San Dimas, located primarily in the downtown area. Prior to the issuance of any building permit, reinforcement shall be reviewed and, where appropriate, retrofitted to improve seismic safety.

d: NFIP: Continued participation in the National Flood Insurance Program. The NFIP identifies areas subject to flooding in severe storm conditions.

To mitigate flood hazards, the City participates in the National Flood Insurance Program (NFIP). The NFIP, which is administered by the Federal Emergency Management Agency, has regulations requiring communities to adopt land use restrictions for their 100-year floodplain to qualify for federally subsidized flood insurance. These restrictions include a requirement that residential structures be elevated above the level of the 100-year flood and that other types of structures be flood-proofed.

e: HMDQ: Hazardous materials will be monitored by enforcement of the Hazardous Materials Disclosure Ordinance. This ordinance regulates the use, siting and storage of hazardous materials. Amend the ordinance, as appropriate, following evaluation of the LACo HWMP.

f: For use in emergency situations, develop a list which identifies hazardous material sites such that emergency crews can check on these buildings. The City will coordinate with the CoHWMP in the listing of hazardous materials.

f: MHFPD: Utilize and update, as appropriate, the Multi-Hazard Functional Planning Guidance document. The document identifies the functions of various public service agencies in an emergency situation. Conduct a study to determine the structures most suitable for an emergency center. Design a program to help inform the public about MHFPD.

g: Fire Department Program: Continued implementation of the following public education programs:

1. Junior Fireman program in the elementary schools.
2. Community programs for homeowners groups and civic organizations on request.
3. "Shakie-Quakie" earthquake safety program for school children.

h: Fire Station Planning: The County of Los Angeles Fire Department is working with the City of San Dimas to plan a new fire station on City land in the vicinity of Bonita Avenue and Walnut Avenue. This station will replace Station #64.

i: Fire Hazard Areas: Fire retardant roofing (Class B or better) and brush clearance zone shall continue to be required in wild land fire hazard areas such as the foothills and Via Verde. Preserve to the extent practical the fire roads in the City's foothill areas.

- j: Fire Roads: Preserve fire roads in the foothills and address the fencing of fire roads on private property.
- k: Education: Implement a safety education program for children and seniors encompassing fire and police protection and geologic hazards.
- l: Sheriff's Department Programs: Continued implementation of the following programs:
 - 1. Neighborhood watch.
 - 2. Business Watch which uses fax machines to distribute pertinent crime information to business establishments.
(Note: voluntary participation program a FAX is only sent to businesses which request service.)
 - 3. Child alert personal safety program.
 - 4. SANE substance abuse program.
 - 5. Sober Graduation.

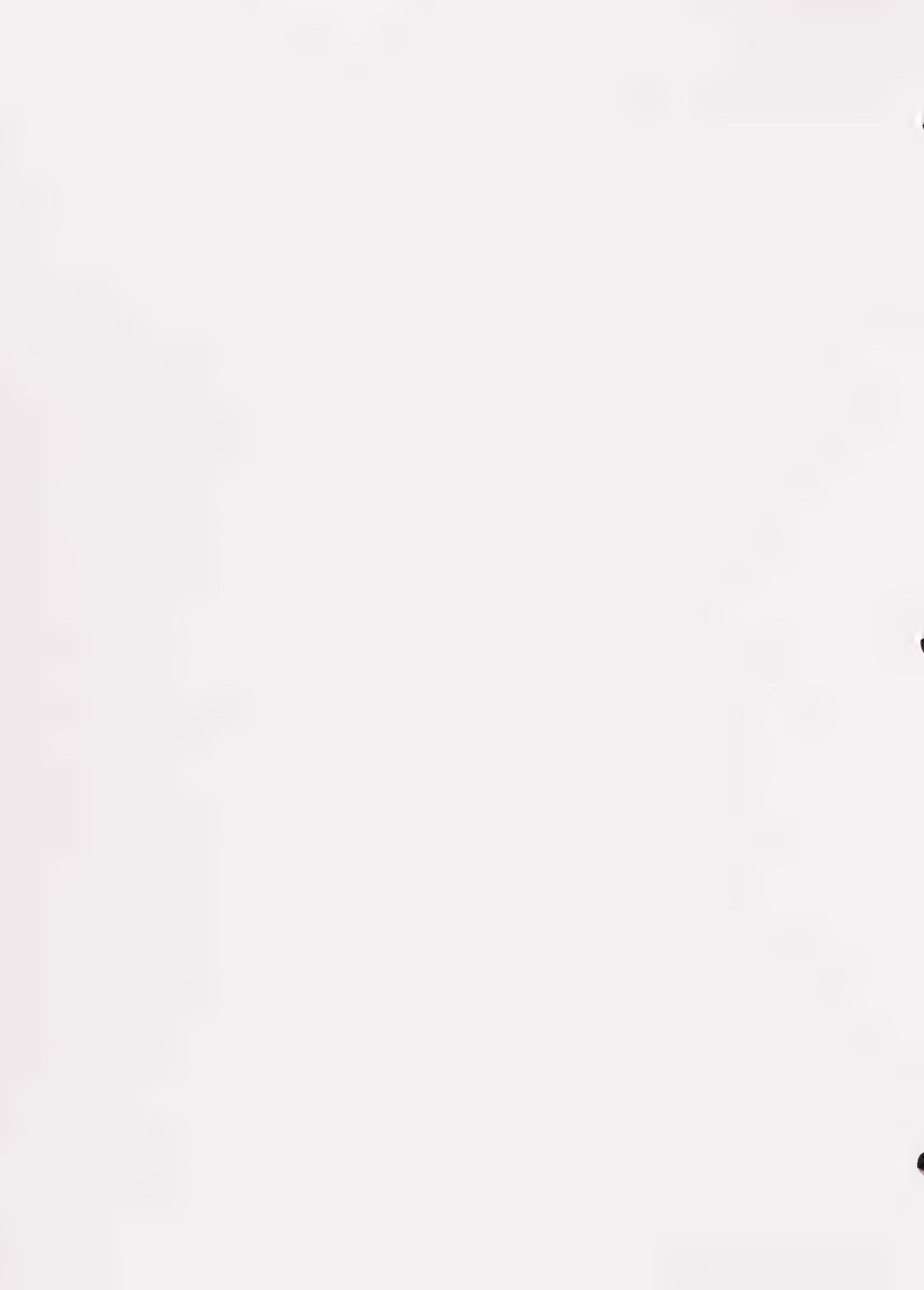
Safety Element - Goals / Implementation Matrix

Goals / Implementation	a	b	c	d	e	f	g	h	i	j	k
S-1. Maintain San Dimas safe from natural, seismic and public safety hazards.	■	■	■	■	■	■					
S-2. Provide effective and efficient public safety services including fire and police protection and emergency access							■	■	■	■	■

VIII.
NOISE ELEMENT

City of San Dimas

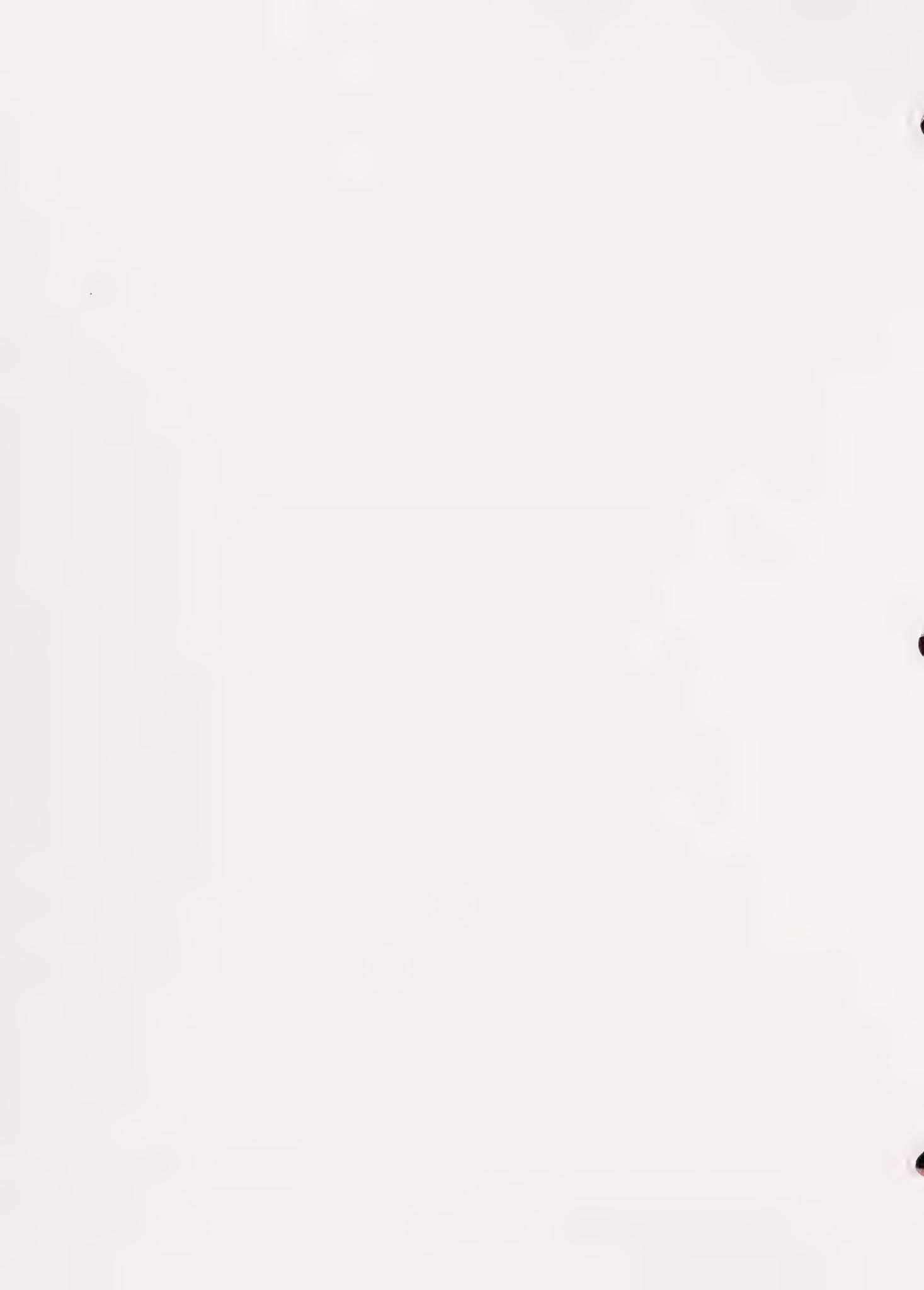
General Plan



VIII.
NOISE ELEMENT

City of San Dimas

General Plan



INTRODUCTION

Physical health, psychological stability, social cohesion, property values, and economic productivity are factors affected by excessive amounts of noise. Noise, as it has been simply defined, is "unwanted sound". It is an undesirable by-product of transportation elements and industrial activities within the community that permeates man's environment and causes disturbance. The full effect of such noise on the individual and the community will vary with its duration, its intensity, and the tolerance level of the individual.

AUTHORIZATION

Recognizing the increasing human environmental impacts of noise pollution and the impact that local agency land use and circulation plans have on the community's environmental quality, the California Legislature, in 1972, mandated that a noise element be included as part of the City and County general plans. Guidelines have been prepared as a result of Senate Bill 860(A) (effective January 1, 1976) by the Office of Noise Control, State Department of Health, concerning the specific requirements for a noise element which are responsive to State guidelines. Within the City of San Dimas, the Department of Community Development is responsible for the coordination of all local noise control activities.

PURPOSE

The purpose of the Noise Element is to serve as an official guide to the City Council, the Planning Commission, City departments, individual citizens, business people, and private organizations concerned with noise pollution

within the City of San Dimas. The Noise Element provides a reference to be used in connection with actions on various public and private development matters as required by law, and is utilized to establish uniformity of policy and direction within the City concerning actions to minimize or eliminate excessive noise and for making decisions regarding proposals which may have an impact on the City's environment.

The Noise Element includes definitions, objectives, policies, standards, criteria, programs, and maps which are to be considered when decisions are made affecting the noise environment within the City of San Dimas.

The sections and appendix that follow provide a discussion of the methods used to measure and analyze the noise environment of San Dimas. The results of the analysis will then be compared with accepted standards to determine where the city is affected by adverse levels of noise. This will lead to a description of a Development Policies Program designed to minimize (or eliminate) these adverse levels and prevent future problems from occurring.

The following findings summarize a comprehensive noise analysis consisting of interviews, review of existing documents, community attitude survey, community-wide workshops and numerous work sessions with the General Plan Advisory Committee (GPAC) including:

- Noise Survey Results;
- Day-Night Sound Level;
- Existing and Future Freeway and Highway Traffic Noise;
- Existing and Future Major and Secondary Arterial Traffic Noise;
- Train noise;
- Aircraft Noise;
- Commercial/Industrial Noise;
- Construction Activity; and
- Noise Sensitive Locations

FINDINGS

The most significant noise-producing activity within the City of San Dimas involves the transportation elements: arterials, the freeways, aircraft noise, and the rail line. In addition, numerous fixed sources of noise exist within portions of the City. The following section provides a discussion of the noise measurements obtained and an inventory of noise sources within the City. From these measurements and complementing analytical procedures, existing and future noise exposure contours have been derived for the City and noise impact areas have been identified.

Noise Survey Results

Various locations within San Dimas were surveyed in May, 1990, to establish the existing levels of noise. These measurement sites were selected to determine the impact of noise on residential areas due to traffic on the major arterials (including the Route 10, 210 and 30 Freeways) and train movements on the AT & SF rail line. A total of fourteen (14) noise measurements were obtained, three (3) of which were 24-hour samples. The measurement locations are illustrated in Exhibit VIII-1. Exhibit VIII-2 illustrates the noise exposures in various outdoor environments and Exhibit VIII-3 the land use compatibility for community noise environments.

Existing and Future Day-Night Sound Level (Ldn)

Ldn contours have been derived for major arterials and other noise sources within the City of San Dimas and are provided in Exhibits VIII-4 and VIII-5. The methodology utilized for traffic noise evaluation is based on a simplified version of the Federal Highway Administration Traffic Noise Model (FHWA-RD-77-108) and studies conducted by Wyle Laboratories. Ldn contour maps have been prepared on 1" = 900' scale city street maps as separate exhibits. The exhibits provide Ldn contours ranging from 60 to 75 dB in 5 dB increments for the existing and future (buildout) noise environments.



GENERAL PLAN

LOCATION OF NOISE MEASUREMENT POSITIONS

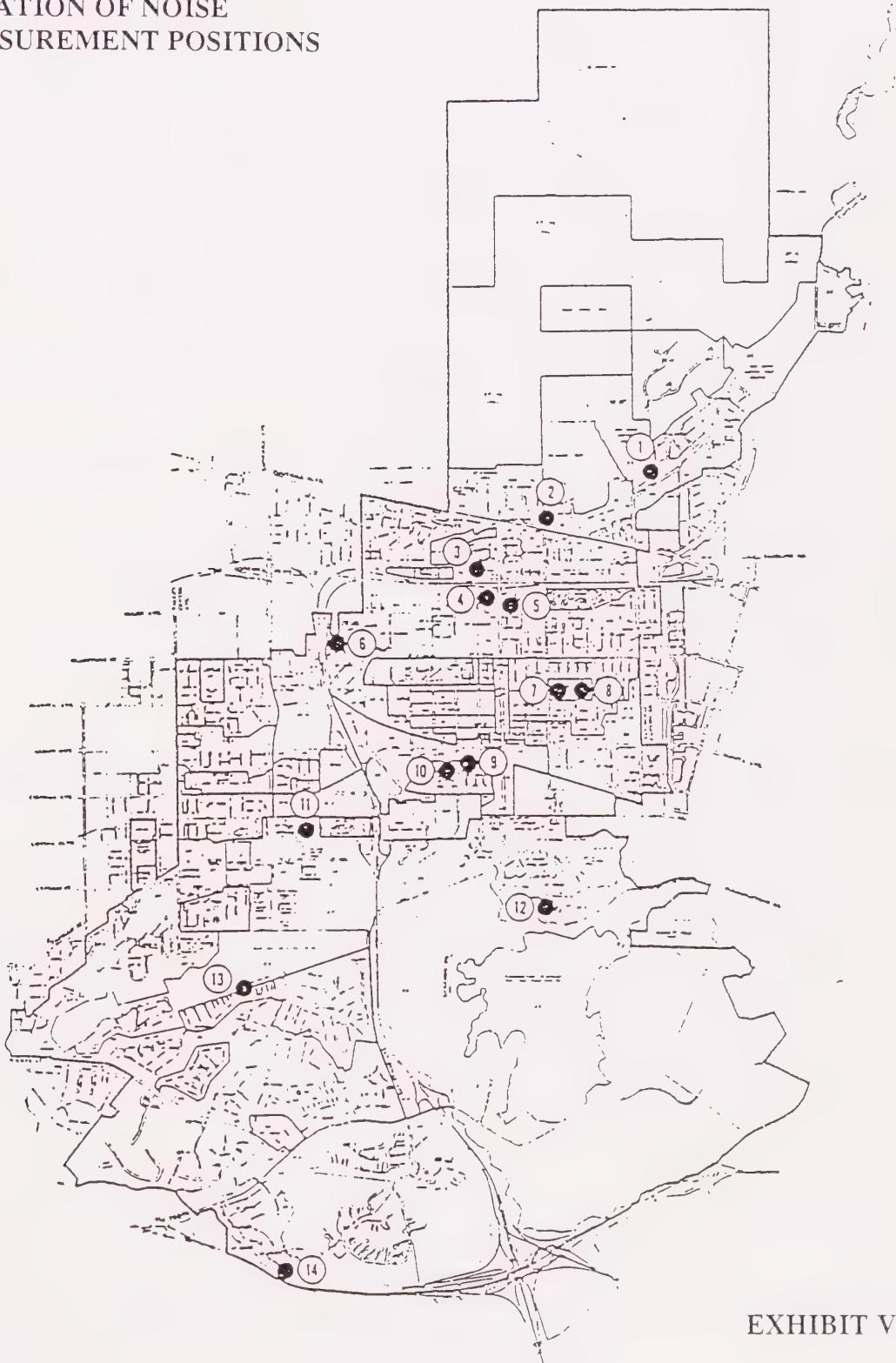
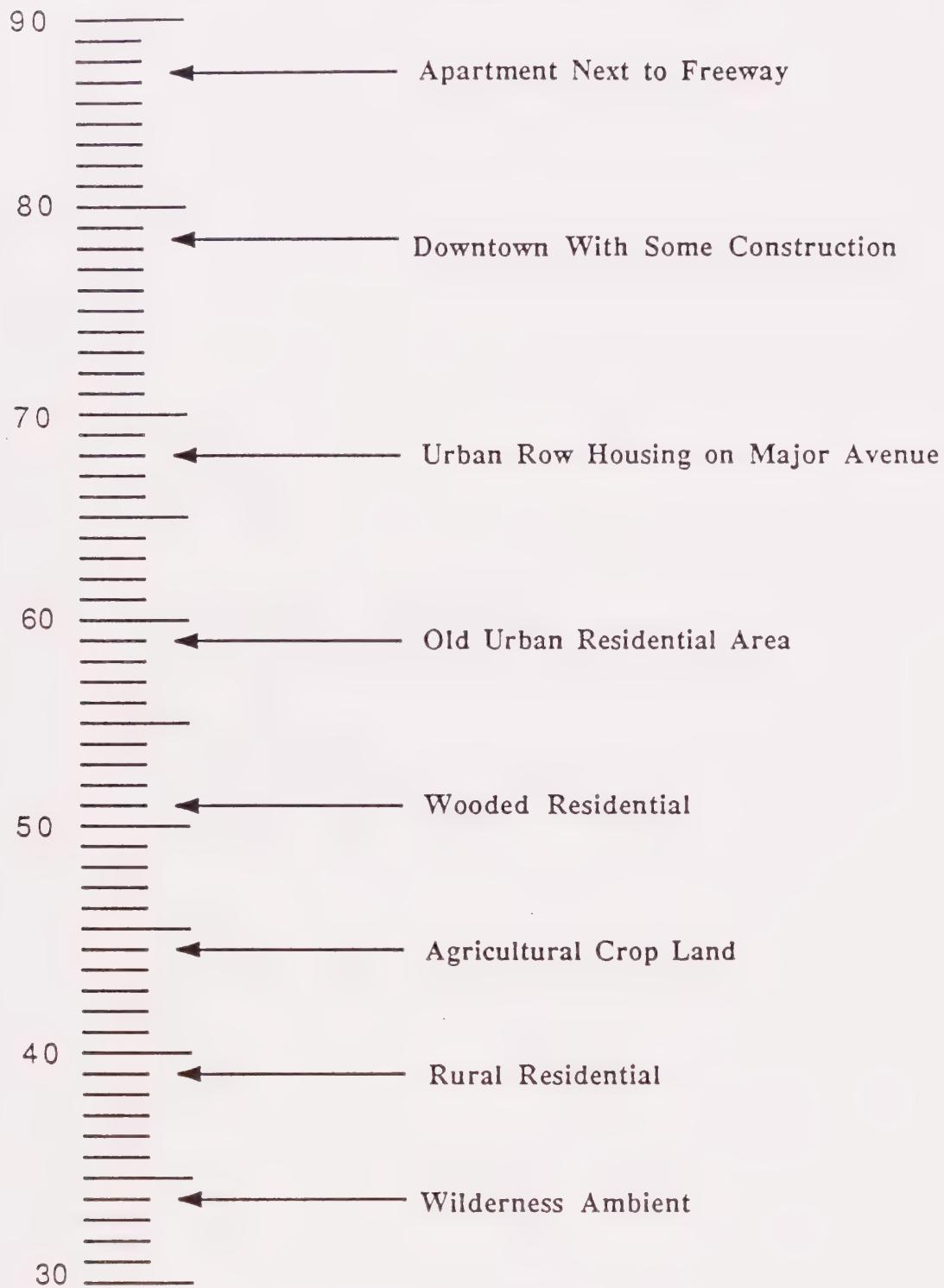


EXHIBIT VIII-1



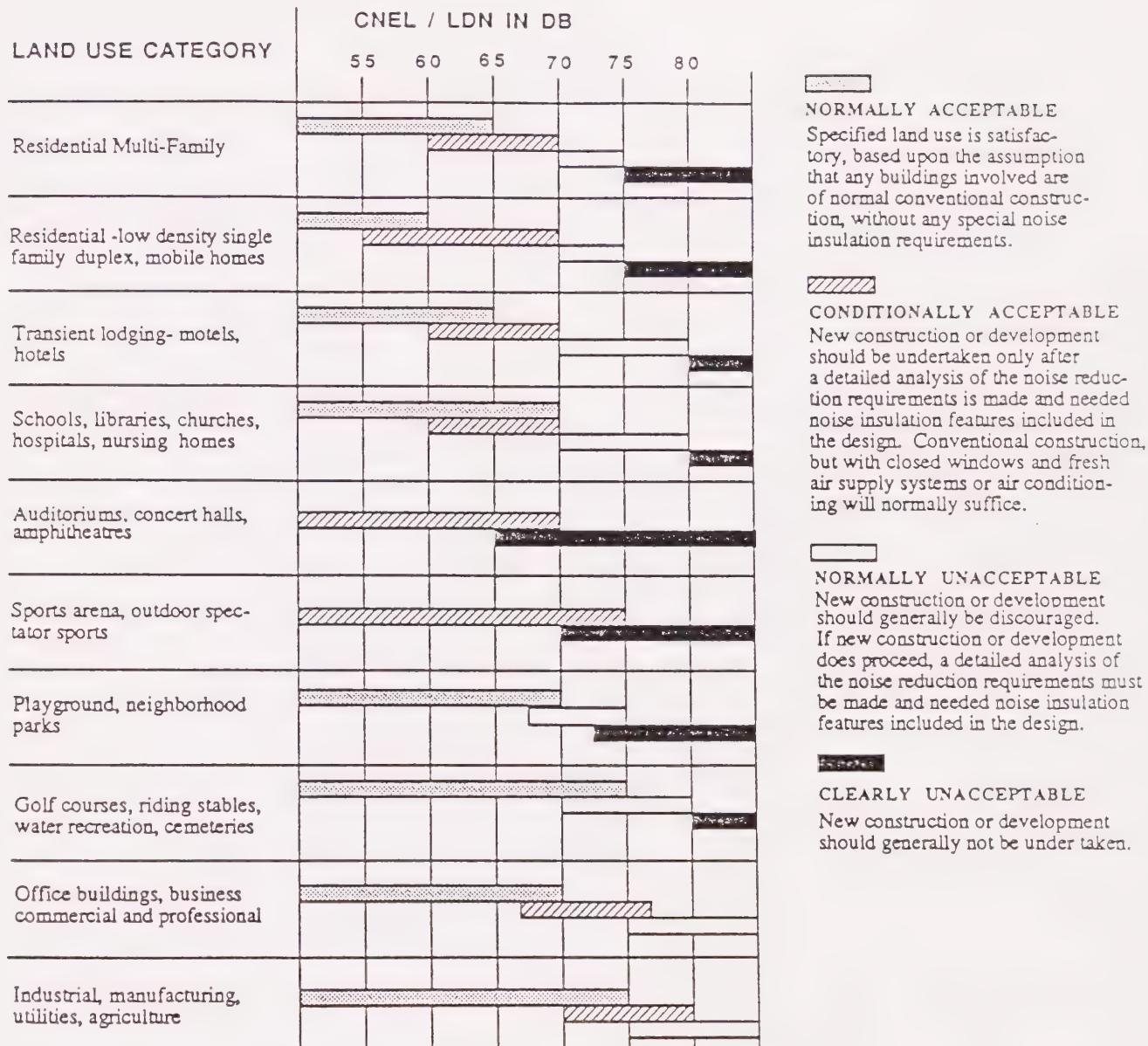
GENERAL PLAN

CNEL / LDN IN DB



Outdoor Noise Exposure at Various Locations

Exhibit VIII- 2



Source: In part taken from "Aircraft Noise Impact Planning Guidelines for Local Agencies."
U.S. Dept. of Housing and Urban Development TE/NA-472, November 1972

Land Use Compatibility for Community Noise Environments

Exhibit VIII-3



GENERAL PLAN

EXISTING NOISE, CONTOURS

LEGEND

— CITY LIMITS LINE



Existing (1990)
Day-Night Average Sound Level (Ldn)

EXHIBIT VIII-4



GENERAL PLAN

FUTURE NOISE, CONTOURS

LEGEND

— CITY LIMITS LINE



In addition, a significant part of the noise experienced within the City is produced by train movements on the AT & SF rail line. The rail line Ldn contour distances provided in Appendix V were developed based on Wyle Laboratories' computational procedure (Report # WCR-73-5) and train activity data supplied by AT & SF personnel. Rail line contours are also depicted on the noise contour maps.

Existing and Future Freeway and Highway Traffic Noise

The majority of homes adjacent to the Route 210 and Route 30 Freeways are situated below the roadway elevation. At these locations, the Ldn values are in the range of 65 to 70 dB. However, in the vicinity of the Route 10 Freeway, where the homes are situated well above the roadway elevation and have direct line of sight to the traffic flow, the Ldn ranges from 70 to 75 dB. The results of a 24-hour measurement in this area indicate an Ldn of about 77 dB at one residence. These Ldn values are greater than is considered acceptable for a residential area.

Traffic Noise from Major and Secondary Arterials

The Ldn values at noise-sensitive locations directly adjacent to the following arterials exceed 65 dB. Hence, the noise exposure at these areas is considered excessive:

Arterial	Reach
Arrow Highway City Limit	Valley Center Avenue to East
Bonita Avenue Limit	Arrow Highway to East City
Cataract Avenue	Bonita Avenue to Covina Boulevard
Covina Boulevard	Badillo Street To Cataract Avenue
Arterial	Reach
Foothill Boulevard	W. City Limit to E. City Limit
Gladstone Street	W. City Limit to E. City Limit
Lonehill Avenue	Gladstone Avenue to Covina Boulevard
Puente Street	W. City Limit to Via Verde
Route 10	Along the South City Limit
Route 30	W. City Limit to E. City Limit
Route 210	N. City Limit to S. City Limit
San Dimas Avenue Drive	Foothill Boulevard to Puddingstone
San Dimas Canyon Road	Gladstone Street to Arrow Highway
Via Verde Avenue	W. City Limit to Ganesha Boulevard

Noise from Train Movements on the Atchison, Topeka and Santa Fe Rail Line

Currently, there are approximately seventeen (17) operations per day on the AT & SF rail line (data supplied by AT & SF). The Ldn at the nearest residences ranges from 70 to 72 dB. On April 26, 1990, a 24-hour noise measurement was made in the rear yard of a residence on Railway Street. This residence is located directly adjacent to the AT & SF rail line. The results of the measurement indicate an overall Ldn of about 70 dB. The impact of noise generated by the operations is considered significant at existing residential locations bordering the rail line. Specifically, the late night and early morning train passes are the primary annoyance to residents who live adjacent to the tracks.

The Los Angeles County Transportation Commission's (LACTC) commuter rail proposal plans to use existing railroad rights-of-way and will provide commuter rail to Downtown Los Angeles. However, at this time, the location of the transit corridors, stations or number of operations have not been determined.

The current level of railroad activity is not expected to increase significantly in the future. However, the LACTC commuter rail proposal and any other future impact will be directly related not only to the number of operations occurring each day but also to the time of day

at which they occur. A significant increase in night time operations will have a detrimental effect on the quality of life in San Dimas and will require appropriate mitigation.

Aircraft Noise from Brackett Airport

At the current level of activity, the impact of Brackett Airport flight operations is not considered significant at existing residential locations throughout the City. The Los Angeles County Sheriffs Department is considering three sites to relocate their Air Bureau. Brackett Airport is one of the candidate sites. The Air Bureau has seventeen helicopters and two fixed wing aircraft; their impacts have not been determined and the proposal is currently going through a public hearing process. Future impacts will be directly related to the number of operations occurring each day and the time of day they occur. The airport plan is currently being updated. The City's noise element will be revised when the updated airport plan becomes available.

Commercial/Industrial Noise

In general, commercial/industrial noise within the City of San Dimas is not considered excessive. However, where residential locations are adjacent to heavy industrial zones or trucking operations, a significant impact exists. This impact is primarily related to noise generated

by loading dock operations, trucks entering and leaving the area, and mechanical equipment located both inside and outside the building(s).

Construction Activity

The impact of construction noise which occurs during the daytime is considered minimal for no more than two or three months of activity. However, late night and weekend disturbance caused by construction noise may cause a significant impact when experienced at nearby residential locations.

Noise-Sensitive Locations

In general, the sound levels at noise-sensitive locations within the City are not considered excessive. However, the following areas are located within a 65 dB Ldn contour:

- Portions of Gladstone Elementary School
- Portions of Allen Elementary School
- Portions of Ekstrand Elementary School
- Portions of Scholl Elementary School
- Portions of Sutherland Elementary School
- Portions of Lone Hill School

- Portions of Catholic Elementary School
- Portions of San Dimas High School
- Portions of Continuation High School
- Portions of Baptist Bible School
- Fire stations on Puente Street and San Dimas Avenue
- Library at the Civic Center
- Portions of Bonelli Park
- Portions of San Dimas Community Hospital

PROBLEM SUMMARY

In the City of San Dimas there are seven major sources of noise:

1. Traffic on the Route 10, 210, and 30 Freeways,
2. Train movements on the AT & SF and Southern Pacific rail line,
3. Traffic on the major arterials within the City,
4. Trucking operations and mechanical equipment associated with commercial/industrial activities adjacent to residential locations,
5. Gas powered leaf blowers in residential locations,
6. Special events, and
7. Incompatible land uses in the industrial zone (M-1).

Of these, the most serious problems are the noise levels produced by traffic on the freeways and train movements on the AT & SF rail line. An Ldn of 70 to 77 dB exists at the nearest residential sites adjacent to these noise sources. This compromises the welfare of citizens in these areas and should be corrected.

The noise element has identified a number of noise related problems and issues within the City. The Policy Program consists of policies and implementation techniques which will minimize these problems and issues. Short-term possibilities for noise reduction in San Dimas consist mostly of the enforcement of noise control guidelines and the appropriate placement of walls and berms to buffer residential and other noise-sensitive areas from traffic and rail line noise. Long-term possibilities for noise reduction will be contingent upon future development, especially along major traffic routes and in the vicinity of the AT & SF rail line. Planning now can help to minimize the future impact of noise on the community.

DEVELOPMENT POLICIES

A development policy is a general plan statement that guides action; it includes:

- Goal
- Objectives
- Policies
- Plan Proposals
- Implementation Measures

A development policy is a general plan statement that guides action; it includes:

- Goals
- Objectives
- Policies
- Plan Proposals
- Implementation Measures

Please refer to Section I for a detailed definition and explanation of how the Plan proposals (land use map) and implementation measures are referenced.

These development policies are summarized in a matrix on page VIII-26.

GOALS STATEMENT N-1A:

TO PROTECT THOSE EXISTING REGIONS OF THE CITY FOR WHICH THE NOISE ENVIRONMENT IS DEEMED ACCEPTABLE AND THOSE LOCATIONS THROUGHOUT THE CITY WHICH ARE DEEMED "NOISE-SENSITIVE".

GOALS STATEMENT N-1B:

TO PROVIDE SUFFICIENT INFORMATION CONCERNING THE COMMUNITY NOISE ENVIRONMENT SO THAT NOISE MAY BE EFFECTIVELY CONSIDERED IN THE LAND USE PLANNING PROCESS AND THE CONTINUING ENFORCEMENT OF THE CITY COUNCIL'S POLICY CONCERNING NOISE CONTROL IN RESIDENTIAL CONSTRUCTION.

OBJECTIVES:

1.1 Future projects within the City will reflect a consciousness on the part of the City regarding the reduction of unnecessary noise near noise-sensitive areas such as parks, hospitals, libraries and convalescent homes, etc.

1.1.1 Maintain liaison with transportation agencies such as Caltrans regarding the reduction of noise from existing facilities. The design and location of new facilities will also be considered.

1.1.2 Consideration should be given to buffering noise-sensitive areas from noise-generating land uses.

1.1.3 Noise monitoring within the City will be an ongoing process conducted by the appropriate departments. Additionally, a liaison will be developed between the City and the Los Angeles County Health Department in order to obtain assistance in on-site measurements of noise levels.

1.1.4 Close attention should be paid to the noise evaluation in environmental impact statements.

POLICIES:

OBJECTIVES:**POLICIES:**

1.1.5 Existing residential neighborhoods impacted by noise generated by Route 30 and its eventual completion shall be mitigated to protect the City's existing residential neighborhoods.

Plan Proposals: A (see page VIII-25)

Implementation: a, b, g, h (see page VIII-25)

GOALS STATEMENT N-2A:

TO DEVELOP STRATEGIES FOR THE ABATEMENT OF EXCESSIVE NOISE EXPOSURES.

GOALS STATEMENT N-2B:

TO ESTABLISH THE COMMUNITY NOISE ENVIRONMENT (IN THE FORM OF NOISE CONTOURS) FOR LOCAL COMPLIANCE WITH THE STATE MANDATED NOISE INSULATION STANDARDS.

OBJECTIVES:**POLICIES:**

2.1 The City will consider planning guidelines which include noise control for the exterior living space of all new residential developments within noise impact areas.

2.1.1 The City will adopt guidelines which consider noise as an early factor in planning future residential developments.

2.1.2 The City will consider planning guidelines which include noise control for the interior living space of all new residential developments within noise impact areas.

OBJECTIVES:**POLICIES:**

2.1.3 The City will require that the State noise insulation standards for exterior-to-interior noise control be applied to all new single family and multi-family structures.

2.1.4 The City will adopt the State noise insulation standards to limit intrusive noise levels for all new condominium conversion projects within the City.

2.1.5 The City will evaluate the noise generating characteristics of existing operations when applications are submitted concerning enlargement, expansion or change in use.

2.1.6 The City will review noise characteristics of applicants requesting conditional use permits, variance, zone changes and other discretionary actions.

2.2 The City will apply noise insulation requirements for the conversion of existing apartments into condominiums.

Plan Proposals: None

Implementation: d, g, h (see page VIII-25)

GOALS STATEMENT N-3A:

TO PROVIDE A QUIET ENVIRONMENT IN WHICH THE CITIZENS OF SAN DIMAS MAY LIVE.

GOALS STATEMENT N-3B:

TO ENCOURAGE THE REDUCTION OF NOISE FROM ALL SOURCES SUCH AS MOTOR VEHICLES, INDUSTRIAL/COMMERCIAL ACTIVITIES, AIRCRAFT AND HOME APPLIANCES.

OBJECTIVES:

3.1 The City will encourage the AT & SF and Southern Pacific Railways to reduce the level of noise produced by train movements within the City.

POLICIES:

3.1.1 The City will encourage that AT & SF and Southern Pacific Railways to minimize the level of noise produced by existing train movements. This can be accomplished by regular maintenance of the track and trains. Use of the trains' horns and other noise shall be within Federal standards.

3.1.2 The City will monitor the existing operations on the rail line as well as any plans for future development. Any actions that increase the level of noise throughout the City will be discouraged.

3.1.3 The City will monitor the existing operations of Brackett Airport and any plans for future developments. Any actions that increase the level of noise throughout the City will be discouraged. These include increased flight operations, and flight paths that pass over the City.

OBJECTIVES:	POLICIES:
	3.1.4 The City will monitor the existing operations of Ontario International Airport and any plans for future developments. Any actions that increase the level of noise throughout the City will be raised in environmental reviews and strongly opposed by the City. These include increased flight operations, and flight paths that pass over the City.
	3.1.5 The City will encourage all law enforcement agencies operating within the City limits to enforce the State Vehicle Code noise standards, including enforcement of car stereo noise.
	3.1.6 The City will discuss possible noise control measures with the trash collection service on contract to the City to encourage the implementation of such measures.
3.2	The City will encourage the reduction in the number of flights at Brackett airport, discourage any future expansion of the facilities, and attempt to ensure that flight patterns do not go over residences. The City will also encourage the Airport to properly mitigate aircraft noise impacts on adjacent land uses.
3.3	Noise levels produced by City equipment will be considered a factor in the procurement process.

OBJECTIVES:	POLICIES:
3.4 The City will encourage the enforcement of regulations (such as the State vehicle code noise standards) for all privately owned, City owned, and City operated automobiles, trucks, and motorcycles operating within San Dimas.	
3.5 The City will monitor noise generators from existing facilities. The City will raise issues in environmental reviews, increase noticing for potential noise generating uses such as industrial development and facility expansion.	

Plan Proposals: None

Implementation: c, e, f, g (see page VIII-25)

GOALS STATEMENT N-4A:

TO PROMOTE INCREASED PUBLIC AWARENESS CONCERNING THE EFFECTS OF NOISE.

GOALS STATEMENT N-4B:

TO PROVIDE METHODS BY WHICH THE PUBLIC MAY ASSIST IN REDUCING NOISE.

OBJECTIVES:	POLICIES:
4.1 Respond to changes in public consciousness concerning noise.	4.1.1 The City will periodically review and revise as necessary their noise ordinance. 4.1.2 The City will investigate the adoption of a more encompassing noise ordinance, such as the County of Los Angeles Noise Ordinance.

Plan Proposals: None

Implementation: c, d, g

GOALS STATEMENT N-5:

TO ENSURE THAT THE HEALTH AND WELL BEING OF THE CITIZENS OF SAN DIMAS ARE NOT BEING COMPROMISED BY EXPOSURE TO EXCESSIVE AND POSSIBLY HARMFUL LEVELS OF NOISE.

OBJECTIVES:**POLICIES:**

5.1	Noise barriers will be constructed along the Route 210, and 30 Freeways at reaches directly adjacent to residential units.	5.1.1	The City will aggressively pursue Caltrans to construct the noise barriers along the Route 210 and 30 Freeways bordering residential units.
		5.1.2	The City will aggressively pursue the railroad companies to construct noise barriers in residential areas where existing homes are directly adjacent to the main track.
		5.1.3	The City is strongly opposed to Bonelli Regional Park's noise generating special events and recreational activities and direct these concerns to Los Angeles County.
5.2	Noise barriers will be constructed along the AT & SF and Southern Pacific rail line corridor where residences exist adjacent to the main track.		
5.3	Protect San Dimas from excessive noise from special events such as outdoor rock concerts and boat races.		
5.4	Protect San Dimas from excessive noise from recreational noise, especially from Bonelli Regional Park activities: Raging Waters, Fireworks events and other noise generating activities.		

Plan Proposals: None

Implementation: a,b, g h (see page VIII-25)

The development policies for the noise element include the following:

Plan Proposals

A: See Land Use Map, Section II

Implementation:

- a: The City shall pursue with the appropriate state and railroad authorities to construct sound wall noise barriers where their existing and future facilities will impact the City's residential neighborhoods.
- b: The City shall strongly communicate their opposition to Bonelli Regional Park's noise generating special events and recreational activities to Los Angeles County.
- c: The City shall revise its noise ordinance to ban leaf blower operation on Sundays.
- d: The City's noise ordinance will be reviewed and expanded to reflect changes in public consciousness concerning noise.
- e: The City shall strongly communicate their opposition to Los Angeles County regarding any additional noise due to expansion and increase or change in operation at Brackett Field.
- f: The City shall strongly communicate their opposition to the City of Los Angeles Department of Airports re-

garding any additional noise due to expansion and increase or change in operation at Ontario International Airport.

- g: The City shall consider revising the development standards and noise ordinance to require all new residential within noise impact areas meet State noise insulation standards for exterior and interior noise.
- h: The City shall pursue with the appropriate state and railroad authorities to provide noise insulation for the residential neighborhoods directly affected by their facilities.

Noise Element - Goals / Implementation Matrix

Goals / Implementation	a	b	c	d	e	f	g	h
N-1A. Protect those existing regions of the City for which the noise environment is deemed acceptable and those locations throughout the City which are deemed "noise sensitive".	■	■					■	■
N-1B. Provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process and the continuing enforcement of the City Council's policy concerning noise control in residential construction.	■	■					■	■
N-2A. Develop strategies for the abatement of excessive noise exposures.				■			■	■
N-2B. Establish the community noise environment (in the form of noise contours) for local compliance with the state mandated noise insulation standards.				■			■	■
N-3A. Provide a quiet environment in which the citizens of San Dimas may live.			■		■	■	■	
N-3B. Encourage the reduction of noise from all sources such as motor vehicles, industrial/commercial activities, and home appliances.			■		■	■	■	
N-4A. Promote increased public awareness concerning the effects of noise.			■	■			■	
N-4B. Provide methods by which the public may assist in reducing noise.			■	■			■	
N-5. Ensure that the health and well being of the citizens of San Dimas are not being compromised by exposure to excessive and possibly harmful levels of noise.	■	■					■	■



U.C. BERKELEY LIBRARIES



C124908805

